

The Hongkong Telegraph.

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NEW SERIES No. 5764

號十初月四年四十三緒光

SATURDAY, MAY 9, 1908.

六拜禮

號九月五英港香

第貳千貳百貳拾壹號

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS " 15,120,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO. CHEFOO.
KOBE. TIENTSIN.
OSAKA. PEKIN.
NAGASAKI. NEWCHWANG.
LONDON. DALNY.
LYONS. PORT ARTHUR.
NEW YORK. ANTUNG.
SAN FRANCISCO. LIOYANG.
HONOLULU. MUKDEN.
HOMBAI. TIE-LING.
SHANGHAI. CHANG-CHUN.
HANKOW.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per annum on the Daily Balance.

On fixed deposit—

For 12 months 5% p.a.

" 6 " 4% " "

" 3 " 3% " "

TAKEO TAKAMICHI,
Manager.

Hongkong, 23rd March, 1908. [23]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$3,250,000

ABOUT MEX \$7,222,222

RESERVE FUND GOLD \$3,250,000

ABOUT MEX \$7,222,222

HEAD OFFICE:

60 WALL STREET, NEW YORK.

LONDON OFFICE:

THREEDNEEDLE HOUSE, E.O.

LONDON BANKERS:

BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF

ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE

WORLD.

THE Corporation transacts every Description

of Banking and Exchange Business.

receives Money in Current Account at the

rate of 2% per annum on daily balances and ac-

cepts Fixed Deposits at the following rates—

For 12 months 4% per cent. per annum.

6 " 4 " " "

3 " 3 " " "

No. 9, Queen's Road Central,

Hongkong.

W. M. ANDERSON,

Manager.

Hongkong, 8th April, 1908. [25]

NEDERLANDSCHE HANDEL-

MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL 45,000,000 (£3,750,000).

RESERVE FUND FL 5,375,000

(about £448,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai,

Rangoon, Samarang, Sourabaya, Cheribon,

Tegal, Pecalongan, Pasoeroean, Tjilatjap,

Padang, Medan (Deli), Palembang, Kota-

Radja (Acheen), Bandjermaasin.

Correspondents at Macassar, Bombay, Colom-

bo, Madras, Pondicherry, Calcutta, Ban-

kok, Saigon, Haiphong, Hankow, Amoy,

Yokohama, Kobe, Melbourne, Sydney,

New York, San Francisco, &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITHS

BANK, LIMITED.

THE Bank buys and sells and receives for

collection Bills of Exchange, issues

letters of credit on its Branches and cor-

respondents in the East, on the Continent, in

Great Britain, America, and Australia, and

transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily

balances.

Fixed Deposits 12 months 4% per annum.

Do. 6 do. 4% do.

Do. 3 do. 3% do.

J. L. VAN HOUTEN,

Agent.

Hongkong, 18th November, 1907. [26]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000

RESERVE FUNDS " 15,000,000

Sterling

£1,500,000 at 2/- = \$15,000,000

Silver

\$15,000,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:

Hon. Mr. Henry Kerwick, Chairman.

E. Goetz, Esq., Deputy Chairman.

E. G. Barrett, Esq., R. Shullim, Esq.

G. F. Fiedland, Esq., R. Shaw, Esq.

A. Fuchs, Esq., H. A. W. Slade, Esq.

O. S. Gubbay, Esq., H. E. Tomkins, Esq.

G. R. Lammann, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

MANAGER:

Shanghai—W. ADAMS-ORAM.

LONDON BANKERS—LONDON AND COUNTRY

BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per Cent.

per annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2% per Cent. per annum.

For 6 months, 2% per Cent. per annum.

For 12 months, 4% per Cent. per annum.

J. R. M. SMITH,

Chief Manager.

Hongkong, 23rd April, 1908. [24]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted

by the HONGKONG AND SHANGHAI

BANKING CORPORATION. Rules may be

obtained on application.

INTEREST ON DEPOSITS allowed at 3% PER

CENT. per annum.

Depositors may transfer at their option

balances of \$100 or more to the HONGKONG AND

SHANGHAI BANK to be placed on FIXED

DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI

BANKING CORPORATION,

J. R. M. SMITH,

Chief Manager.

Hongkong, 12th January, 1907. [28]

THE CHARTERED BANK OF INDIA,

AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000

RESERVE FUND £1,475,000

RESERVE LIABILITIES OF PROPRIETORS

..... £1,200,000

INTEREST ALLOWED ON CURRENT

ACCOUNT at the Rate of 2 per cent. per

annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

" " " " 6 " " " 3% " "

" " " " 3 " " " 2% " "

JOHN ARMSTRONG,

Manager.

Hongkong, 6th January, 1908. [29]

DEUTSCHE ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin Calcutta Hamburg Hankow.

Kobe Peking Singapore Tientsin

Tsinanfu Tientsin Yokohama

FOUNDED BY THE FOLLOWING BANKS AND

BANKERS:

Koenigliche Seehandlung (Preussische

Staatsbank)

Direction der Disconto-Gesellschaft

Deutsche Bank

S. Bleichroeder

Berliner Handels-Gesellschaft

Bank fuer Handel und Industrie

Robert Warshawsky & Co.

Mendelssohn & Co.

M. A. von Rothschild & Soehne Frankfurt

Jacob S. H. Stern

Norddeutsche Bank in Hamburg, Hamburg.

Sal. Oppenheim jr. & Co., Koeln.

Bayerische Hypotheken und Wechselbank,

Muenchen.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITH'S BANK,

LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY.

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be

learned on application. Every description of

Banking and Exchange business transacted.

A. KOHN,

Manager.

Hongkong, 4th December, 1907. [30]

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STREAMERS	TO SAIL ON	REMARKS.
SHANGHAI	{ DELHI	{ About 14th	{ Freight and
	{ Capt. J. D. Andrews, R.N.R.	{ May.	{ Pass.
LONDON, &c., via usual Ports	{ OCEANA	{ 16th May.	{ See special
	{ Capt. W. Hayward, R.N.R.	{ Noon.	{ Advertisement.
LONDON and ANTWERP VIA	{ JAPAN	{ About 20th	{ Freight and
SINGAPORE, PENANG, COLOMBO, PORT SAID	{ Capt. C. T. Denny, R.N.R.	{ May	{ Passage.
and MARSEILLES			

For Further Particulars, apply to F. J. ABBOTT,
Acting Superintendent.

Hongkong, 9th May, 1908.

Intimations.

LANE, CRAWFORD & CO.

(TELEPHONE 97).

NEW STOCK OF
SLAZENGER'S AND BUSSEY'S
TENNIS RACKETS.
\$8.00 to \$20.00 each.

TENNIS BALLS.

\$10.00 per dozen.

TENNIS NETS & POSTS.
MARKERS NET REGULATORS.

COURT MARKERS.

RANSOME'S
LAWN MOWERS.

TENNIS SHOES.

\$6.50, \$8.50 and \$10.50 per pair.

LANE, CRAWFORD & CO. [38]



Telephone

No. 75.

CHAMPAGNES,
SHERRIES,
MARSAIS,
MADEIRAS,
PORTS,
CLARETS,
BURGUNDIES,
ALES, BEERS & STOUTS.

CALDBECK, MACGREGOR & CO.

WINE AND SPIRIT MERCHANTS,

15, Queen's Road Central.

Hongkong, 11th April, 1908. [40]

CHAMPAGNE.

G. H. MUMM & CO.

THE MOST POPULAR WINE

Can be had in the following qualities:

EXTRA DRY (Gout Americain).

BRUT (Cordon Rouge).

Sales in the United States exceed the total of
all other Brands.

Served in all Clubs and First-class Hotels,
and obtainable at all Wine Merchants in the
Colony, and from Shewan, Tomes & Co., sole
agents.

KOWLOON HOTEL.

The only First-class Establishment in the Peninsula.
Five minutes' walk from the Ferry Wharf.
Entrance Chater and Elgin Road.
Surrounded with Delightful Gardens.
Swept off with Sea-breezes.
Single and Double Bedrooms.
Superiorly Furnished.
Special Terms to Families.
Excellent Cuisine.
Every Courtesy Guaranteed.
The Hotel Luncheon meets all steamers.
Bar, Billiard Room and Bowling Alleys.
Electric Lights and Fans throughout.
Wine Cellar a speciality.

Telephone Address:
"KOWLOON"
Telephone No. K4.

O. E. OWEN,
Proprietor.

Shipping—Steamers.

HONGKONG, CANTON, MACAO

AND

WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,363 Tons, "POWAN" 2,338 Tons, "FATSHAN" 2,260 Tons,
"KINSHAN" 1,995 Tons, "HEUNGSHAN" 1,998 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5:30 P.M. (Sunday excepted).

The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday at 9 P.M. from the Company's Wing Lok Street Wharf, returning from Canton every Tuesday, Thursday and Saturday, at 5 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-AN" 1,651 Tons and "SUI-TAI" 1,651 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. from the Company's Wing Lok Street Wharf and at 2 P.M. from the Company's Wharf.

On Sundays Special Cheap Excursions as per particulars at foot.

Departures from Macao to Hongkong on week days at 7:30 A.M. and 2 P.M.

N.B.—On MONDAY, TUESDAY, and WEDNESDAY, the 11th, 12th and 13th May, there will be no Morning Steamer to Macao or Afternoon Steamer from Macao.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION
COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8:30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

EXCURSION TO MACAO.

SUNDAY, 10th May.

S.S. "HEUNGSHAN"

will depart from the COMPANY'S WHARF, at 9 A.M. Departure from Macao at 3 P.M.

A Military Band will play selections of Music during the trip.

Popular Excursion Rates as usual.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7:30 A.M. and from Hongkong at 1 P.M. from the Company's Wharf.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,

HOTEL MANSIONS, (FIRST FLOOR),

opposite the Hongkong Hotel. [6]

Hotels.

VICTORIA HOTEL,

(TELEGRAMS—VICTORIA—SHAMEN),

<

Mails.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"PRINZ EITEL FRIEDRICH" Capt. E. Malchow	WEDNESDAY, Noon, 20th May.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ HEINRICH" Capt. P. Grosch	About WEDNESDAY, 20th May.
MANILA, NEWGUINEA, BRIS- BANE, SYDNEY and MEL- BOURNE	"PRINZ SIGISMUND" Capt. D. Lenz	THURSDAY, 5 P.M., 21st May.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	Middle of May.

For further Particulars, apply to

NORDDEUTSCHER LLOYD
MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 7th May, 1908.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	ERNEST SIMONS	Girard	11th May, afternoon.
MARSEILLES, VIA PORTS	AUSUBIEN	Veron	12th May, 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	TONKIN	Charbonnel	25th May, afternoon.
MARSEILLES, VIA PORTS	YARRA	Sellier	26th May, 1 P.M.

Transshipment on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 to £31.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. NALIN,
ACTING AGENT,

QUEEN'S BUILDINGS.

Hongkong, 8th May, 1908.

CHARGEURS RÉUNIS.

FRENCH STEAMSHIP CO.—HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

Outward: ANTWERP, DUNKIRK, LA PALICE, MARSEILLES, GENOA,
NAPLES, COLOMBO, via SUEZ, SINGAPORE, HONGKONG, CHIN-
WANTAO (Peking, Tientsin), KOBE, YOKOHAMA.

GENOA TO HONGKONG IN 30 DAYS.

NAPLES 29.

Unique opportunity to make a tour in North-China, and Japan with the Greatest Speed,
Safety and Comfort.

Trans-Pacific: VICTORIA (B.C.), VANCOUVER, SEATTLE, SAN FRANCISCO.

Connecting with the Canadian Pacific Railway.

FREIGHT to OVERLAND via VANCOUVER.

PASSENGERS to OVERLAND and EUROPE via VANCOUVER.

YOKOHAMA-VANCOUVER 13 Days.

LONDON and PARIS 26.

Homeward: MEXICO, RIVER PLATE, BRAZIL, LA PALICE, LIVERPOOL,
via MAGELLAN STRAITS.

Proposed Sailings:

† AMIRAL MAGOM 4th June. † MALTE 12th Oct.

* AMIRAL EXELMANS 25th July. † CEYLAN 26th Nov.

† OUESANT 27th Aug. † CORSE 17th Jan.

† No passengers. * Intermediate class and rates of passage.

† New Twin Screw 16,000 T. displac., 1st class accommodation, splendidly equipped with
single berth cabins. All round the world ticket by these boats.

For further Particulars, apply to

P. NALIN, FRENCH MAIL OFFICE.

Hongkong, 8th May, 1908.

WEST RIVER BRITISH STEAMSHIP
COMPANIES.

HONGKONG-WUHOW LINE.

THE Steamers

"LINTAN" and "SAN-UI"

SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 4 DAYS.

These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by
Electricity.THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS
VERY FINE AND EXHILATING.

For further information apply to—

BUTTERFIELD & SWIRE,

AGENTS.

WEST RIVER BRITISH S.S. COMPANIES.

Hongkong, 28th March, 1908.

Information.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 60.5 ft. bottom 45.8
ft. Water on blocks, 26.5 ft. Time
to pump out, 2 hours.THESE DOCKS are conveniently situated in Yokohama harbour, and the attention of
Captains and Engineers is respectfully called to the advantages offered for Docking
and repairing Vessels and Machinery of every description.The plant and tools are of recent patterns for dealing quickly and cheaply with work
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyds' surveyors).Two powerful Twin Screw Towboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 35 tons.Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.Tenders will be made up when required and the workmanship and material will be
guaranteed.The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.

Telephone: Nos. 376, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Lieber, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

Shipping—Steamers.

JAVA-CHINA-JAPAN LIJN
REGULAR—THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS ...	SINGAPORE	First half May	SHANGHAI	First half May
TJIKINI ...	JAVA	First half May	JAPA	First half May
TJIMAH ...	AMOV	First half May	JAVA	First half May
TJILATJAP ...	JAVA	Second half May	SHANGHAI	Second half May
TJIPANAS ...	AMOV	Second half May	JAVA	Second half May
TJILWONG ...	JAPAN	Second half May	JAVA	Second half May
TJIBODAS ...	JAVA	First half June	JAPAN	First half June

The Steamers are all fitted throughout with Electric Light and have Accommodation for
a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports
on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375,
YORK BUILDINGS, 1st floor,
Hongkong, 7th May, 1908.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND
KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 10 P.M. (Saturdays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light
and Fans and were specially built for this trade. Excellent cuisine.
The Company's Own Wharf near Wing Lok Street.

Canton Agents—Messrs. E. Pasquet & Co.

For further particulars, please apply to—

BARRETTO & CO.,
Agents.

Hongkong, 28th March, 1908.

Intimation.

IMPERIAL BREWING COMPANY,
LIMITED.

PURE CREAM BEER.

For samples and prices please apply to

WINE GROWERS SUPPLY CO.

BARRETTO & CO.,

General Agents.

Hongkong, 22nd October, 1907.

THE NEW LEADER.

A PERSONAL STUDY.

The first time when I saw and heard Mr. Asquith was more than twenty years ago, when he was engaged in what now appears the curious occupation of appearing for Mr. Jesse Collings in an election petition at Ipswich. Mr. Asquith was junior in the case to the late Mr. Waddy—and it may be added that, in spite of the exertions of these two learned gentlemen, Mr. Collings fell a victim to the indiscretions of others, and was unseated without a stain on his character. In the election which followed one of the Liberal candidates was the late Lord Avebury, then Sir Horace Davey, Solicitor-General. That learned man was looking for a seat—as was often the case with him—and it was not surprising that Mr. Asquith, an ambitious young barrister, should come down to speak on behalf of one of the Law Officers.

TWENTY YEARS AFTER.

He came and he spoke—and, just as his forensic eloquence in the political case had failed to induce the free and independent electors to accept Sir Horace, but these things took place in the very earliest years of his public career, when he was quite unknown. I am really ashamed to relate the incident, but it happened that during that contest Mr. Asquith and I were to speak at the same meeting, and, hideously comic though it may appear to-day, it is the fact that I was put up before him, and he had to be content with a few minutes at the end of I wonder what would happen now if we were brought into platform competition—or, rather, I do not wonder, I know all too well—for he is Prime Minister and I am—what I am!

It has been my lot to watch the right hon. gentleman at close quarters during most of the years that have followed since the occasion of the Ipswich speeches. I have no intention of writing a biographical sketch or tabulating the incidents in his career, but will rather jot down a few of the results of this study of a character. And first of all, let me say with regard to the most common of all the criticisms levelled at him—his alleged coldness or frigidity of disposition—I am by no means sure that this is a correct view of his character. It is made by the same sort of people as those who used to say that Thackeray was a bitter cynic. It is the result of a superficial glance at the man, and there is much to excuse such a conclusion being arrived at by those who are content with exploring only the surface.

AN ABRUPT CONCLUSION.

The fact is Mr. Asquith does not suffer fools gladly—and no man can go far in politics without being confronted by men of that undesirable type. He has, or seems to have, an intellectual contempt for many of his opponents, and I am far from saying that he is wrong. Of course, his attitude to a really able opponent is very different, but some of his most noisy opponents are not able at all. Let me give an example of his method. Quite recently a member asked if he was to draw certain conclusions from an answer which the right hon. gentleman had given. "Draw what conclusions you like," remarked Mr. Asquith, not troubling even to move his head from the back of the Treasury bench. Such a retort might in some circumstances have been merely rude—but everything depends on the circumstances. The question had been put by Mr. Stanley Wilson, in a hectoring and bullying tone, and it had been put not to obtain information, but in the hope of making a hit. The answer was, both in substance and in style, admirably suited to the occasion.

Next to his alleged frigidity the quality generally mentioned in connection with Mr. Asquith's mental outfit is his brilliance, and here the critics have more reason for what they attribute to him. For Mr. Asquith's career has been marked by brilliance all through as a school-boy, as an ornament of Balliol, and as a statesman. Some think that brilliant men are those who are content to trust to their mental endowments and gifts, leaving hard work and plodding to others. This is not only not correct in regard to Mr. Asquith, but is the very reverse of the truth. He is a veritable monster for work. During the last few weeks, when he has had to bear an exceptional burden of responsibility, and has been confronted by almost insuperable duties, he has astonished even his colleagues who thought they knew him thoroughly, by his power of concentrated and continuous work. Nor is there anything slipshod in his methods. He is quick, thorough, and accurate, and is never flustered or excited, but pegs away like a tireless intellectual machine.

HEAD AND HEART.

Probably he was the only man in the kingdom who could have done what he did as Mr. Chamberlain started out on his career as "missionary of Empire" as he described himself. Mr. Asquith followed him round the country, subjecting his pitiless cross-examination his rhetorical allusions to Empire and his curious assortment of figures, used not in their arithmetical sense, but as illustrations. Mr. Asquith recognised that this was in the end a great business problem—and though his training had been at the Bar, while his opponent had been trained in large commercial undertakings, Mr. Asquith beat the man of business at his own game. It is impossible to over-estimate the value of the services which he then rendered to the country.

Moreover, during the last couple of years he has proved not only a most able but also a perfectly loyal lieutenant to Sir Henry Campbell-Bannerman. And of late he has enormously increased his grip on the House of Commons. Men have come to see that the supposed coldness of disposition is part of a Parliamentary legend. He is not given to making emotional displays in public, and he could not play to the gallery if he would. But those who have been brought into contact with him in private consultation all agree that he is by no means lacking in depth of feeling. No one has ever doubted the strength of his brain—and those who know say that his heart is in the right place. His recent tribute to the Duke of Devonshire, and above all, the few words he spoke, and spoke with evident difficulty, yesterday about his old, honoured, and beloved chief, have shown men that Mr. Asquith can be touched and swayed by emotion. He has no ordinary task before him in taking the place of Sir Henry Campbell-Bannerman—but he brings to that task gifts and qualities which are not only not ordinary but are conspicuous and exceptional.—S.L.H. in London Morning Leader.

Public Companies

CHINESE ENGINEERING & MINING
COMPANY, LIMITED.

AN INTERIM DIVIDEND of One Shilling and Six Pence per Share of £10 for account of year ending 30th February 1908, has been declared by the Directors of the above Company. Coupon No. 10 is payable on 1st May at the Chartered Bank of India, Australia and China, and the Russo-Chinese Bank at Tientsin and Shanghai.

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 1st May, 1908.

HONGKONG CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of the Members of the Club will be held in the CLUB HOUSE on THURSDAY, the 14th May, 1908, at 5.15 P.M. for the purpose set forth in the notice posted in the Hall of the Club.

By Order,

JAMES C. AIK,
Acting Secretary.

Hongkong, 29th April, 1908.

HONGKONG CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of the Members of the Club will be held in the CLUB HOUSE on THURSDAY, the 14th May, 1908, at 5.25 P.M. for the purpose set forth in the notice posted in the Hall of the Club.

By Order,

JAMES CRAIK,
Acting Secretary.

Hongkong, 29th April, 1908.

Notices of Firms

NOTICE.

ON and after the 8th inst., the NEDERLANDSCHE HANDEL-MAATSCHAPPIJ (Netherlands Trading Society) will conduct its business at No. 5, QUEEN'S ROAD CENTRAL (in the offices now occupied by the National Bank of China, Ltd.).

J. L. VAN HOUTEN,
Agent.Nederlandsche Handel-Maatschappij.
Hongkong, 6th May, 1908.

NOTICE.

MR. P. NALIN has been appointed ACTING AGENT for Messageries Maritimes and Chargeurs Réunis during my absence from the Colony.

J. MILLET.
Hongkong, 8th May, 1908.

INTERNATIONAL SLEEPING CAR

and

EXPRESS TRAINS Co.

(THE

GREAT TRANS-SIBERIAN ROUTE

TO EUROPE.)

HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, &c., in connection with above.

SHEWAN, TOMES & Co.

Agents.

Hongkong, 11th July, 1907.

Intimations

THE
CHINA PROVIDENT LOAN AND
MORTGAGE CO., LD.

(CAPITAL PAID UP \$1,250,000)

Loans on Mortgage of House Property, &c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application).

THE OFFICE OF

TRUSTEE, EXECUTOR OF WILLS,

ATTORNEY, &c.

Undertaken and Executed.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 19th March, 1908.

A BROKEN-DOWN SYSTEM.

This is a condition (or disease) to which doctors give many names, but which few of them really understand. It is simply weakness—a break-down, as it were, of the vital forces that sustain the system. No matter what may be its cause (for they are almost numberless), its symptoms are much the same: the more prominent being sleeplessness, some of prostration or weariness, depression of spirits and want of energy for all the ordinary affairs of life. Now, what absolutely essential in all such cases is increased vitality—VITAL STRENGTH & ENERGY.

to throw off these morbid feelings, and experience proves that at night exceeds the day this may be more certainly secured by a course of

THE NEW FRENCH REMEDY
THERAPION No. 3

this by and by known combination of elements, as it is taken in accordance with the printed directions accompanying it, will the shattered health be restored.

THE EXPIRING LAMP OF LIFE
LIGHTED UP AFRESH.

and a new existence imparted in place of what was so lately morbid weariness, and up, as it were, the vital forces that sustain the system. This wonderful medicine is purely vegetable and innocuous, and is especially suitable for all constitutions and conditions, in either sex; and it is difficult to imagine a case of disease or debility, whose main feature is one of debility, that it will not be speedily and permanently benefited by this never-failing restorative action, which is destined to give to the invalid everything that had preceded it for the widespread and numerous cases of human ailments.

THERAPION

is sold by Chemists throughout the world. It is in 25¢ and 50¢ packets. Purchasers should see that the word "THERAPION" appears on both sides of the wrapper, and the letters "S" and "P" are stamped on the white letters on a red ground, and a large package by order of the French Government. Sold by all Chemists.

Intimation.

Wm. Powell, Ltd.,
ALEXANDRA BUILDINGS.

BATHING COSTUMES.

Combinations with Skirt.

NAVY & RED TWILL.
\$4.50 to \$5.50.

BATHING COSTUMES.

NAVY SERGE
trimmed white,
\$4.75 to \$11.00.

BATHING COSTUMES.

Wm. Powell, Ltd.,
Des Vœux Road,
and
28, Queen's Road,
HONGKONG.

Hongkong, 6th May, 1908.

Auction.

PUBLIC AUCTION.
THE Undersigned have received instructions to Sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on
FRIDAY,
the 15th May, 1908, at 4 P.M., at their Sales
Rooms, No. 8, Des Vœux Road Central,
corner of Ice House Street,
A Fine and Valuable Collection of
POSTAGE STAMPS,
in lots to suit purchasers.
(Particulars from Catalogue).
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 8th May, 1908. [487]

To Let.

TO LET.
A HOUSE in KNUITSFORD TERRACE,
Kowloon.
No. 3, CANTON VILLAS.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st April, 1908. [159]

TO LET.

CHAMBERS in No. 7, WYNDHAM STREET, late Hotel Baltimore, rent moderate.
First Floor of No. 6, QUEEN'S ROAD, Central, containing 6 Rooms and Servants' Quarters.
ONE ROOM with Verandah and a SMALL ROOM on the Second Floor of No. 8, Des Vœux Road Central, above our office, suitable for Business Premises or Dwelling.
Apply to—
DAVID SASSOON & CO., LD.
Hongkong, 6th April, 1908. [157]

TO LET.

ONE FOUR-ROOMED HOUSE at PRAYA EAST, near East Point.
Apply to—
JARDINE, MATHESON & CO., LD.
Hongkong, 21st March, 1908. [138]

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vœux Road Central (formerly occupied by Messrs. Shewan, Tomes & Co.).
Apply to—
THE COMPADORE DEPARTMENT, Jardine, Matheson & Co., Ltd.,
Connaught Road Central.
Hongkong, 24th February, 1908. [188]

TO LET.

HATHERLEIGH, CONDUIT ROAD.
A HOUSE in RYON TERRACE.
OFFICES in YORK BUILDING, BLUE GODOWNS, and No. 16B, Des Vœux Road next to the Hongkong Hotel.
FLATS in MORETON TERRACE.
OFFICES on TOP FLOOR, No. 2, CONNAUGHT ROAD, facing the Cricket Ground.
No. 10, Des Vœux Road Central, 1st Floor.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 9th May, 1908. [166]

TO LET.

HOUSES in AUSTIN AVENUE, Kowloon facing harbour, cheap rental.
Apply to—
A. RAYMOND,
C/o J. David & Co.
Hongkong, 7th May, 1908. [148]

TO LET.

GODOWN No. 5A, DUNDRELL STREET.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 8th May, 1908. [492]

TO LET.

4-ROOMED HOUSES in GAP ROAD near the Race Course within easy access to the Lower Level Tramway. Rent very moderate.
FLATS for Europeans in WILD DELL BUILDINGS, No. 147, Wanchai Road.
Apply to—
PERCY SMITH & SETH.
Hongkong, 16th December, 1907. [72]

TO LET.

NOS. 4 and 8, LEIGHTON HILL ROAD.
Apply to—
HONGKONG AND KOWLOON LAND AND LOAN CO., LD.
No. 4, Queen's Road West.
Hongkong, 30th March, 1907. [126]

Dentistry.

Dr. M. H. CHAUN
THE LATEST METHOD,
of the
AMERICAN SYSTEM OF DENTISTRY
33, QUEEN'S ROAD CENTRAL,
From the University of Pennsylvania, U.S.A.
Hongkong, 14th April, 1907. [171]

TSIN TING.

LATEST METHODS OF DENTISTRY.
STUDIO at NO. 14, D'AGUIAR STREET.
REASONABLE FEES.
Consultation Free.
[148] [149] [150] [151] [152] [153] [154] [155] [156] [157] [158] [159] [160] [161] [162] [163] [164] [165] [166] [167] [168] [169] [170] [171] [172] [173] [174] [175] [176] [177] [178] [179] [180] [181] [182] [183] [184] [185] [186] [187] [188] [189] [190] [191] [192] [193] [194] [195] [196] [197] [198] [199] [200] [201] [202] [203] [204] [205] [206] [207] [208] [209] [210] [211] [212] [213] [214] [215] [216] [217] [218] [219] [220] [221] [222] [223] [224] [225] [226] [227] [228] [229] [230] [231] [232] [233] [234] [235] [236] [237] [238] [239] [240] [241] [242] [243] [244] [245] [246] [247] [248] [249] [250] [251] [252] [253] [254] [255] [256] [257] [258] [259] [260] [261] [262] [263] [264] [265] [266] [267] [268] [269] [270] [271] [272] [273] [274] [275] [276] [277] [278] [279] [280] [281] [282] [283] [284] [285] [286] [287] [288] [289] [290] [291] [292] [293] [294] [295] [296] [297] [298] [299] [300] [301] [302] [303] [304] [305] [306] [307] [308] [309] [310] [311] [312] [313] 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A MILLIONAIRE'S YACHT.

LAUNCH OF THE "JOLANDA."

London, April 4.
Hard upon the announcement that many of the big steam yachts of the rich men of New York are up for sale has followed the launching in Scotland of Commodore Morton F. Plant's palatial pleasure craft, the *Jolanda*.
"Excelled in size only by James Gordon Bennett's steam yacht, which visited Hongkong last month, in respect of the luxury and costliness of her fittings and fixtures, the *Jolanda* surpasses that famous vessel. When she goes into commission a few months hence she will undoubtedly be the finest pleasure craft afloat. She is bigger and more sumptuous than the *Alexander*, the steam yacht just completed for Edward VII.

The principal dimensions of the *Jolanda* are: Length over all 305 feet, beam 37 feet 5 inches and depth 23 feet. She is about 2,000 tons yacht measurement and was designed by Cox and King of London, under whose supervision the yacht belonging to most of the crowned heads of Europe have been built. Her twin screw machinery is of the triple expansion type of 3,000 to 4,000 horse-power.

Everything possible is provided to render the new yacht thoroughly up-to-date, including motor and steam launches, quick-firing guns, an elaborate system of electric lighting, which is the largest ever installed in a private yacht. Her designers have made arrangements for use of wireless telegraphy and a submarine signalling system is also installed.

The accommodation for owner and guests comprises drawing and dining rooms, library, smoking-rooms and other saloons, with owner's staterooms, etc., superbly fitted throughout, the general idea of style being Queen Anne and early Georgian.

GHOST HUNTING.

A NEW PROFESSION.

London, April 4.
A Society has been formed here for the extermination of ghosts. It offers to lay ghosts to rest for a fee. No matter how persistent, how terrifying a midnight visitor may be, the members of the organization stand ready to lay in wait for him, or her, or it, and knock his, or her, or its head off with a stout oaken stick.

The scheme is the idea of Charles Dove, formerly a commercial traveller, but at present the proprietor of a diminutive resort for refreshments in one of the poorer districts of London. It seems that this establishment, hardly big enough for a good-sized man to turn around in, is the meeting-place of a club of English athletes. That is, the members of the club called themselves athletes, but their energies never took them beyond a perusal and discussion of the latest sporting news in the morning and evening papers.

When Dove mentioned his plan to the athletes they took to it like ducks to water. Advertisements were sent to the London papers, carrying the good news that any place could be rid of its spectral figures by the mere payment of a substantial fee. The "Death on Ghosts" brigade declare that they will use no firearms, but will proceed to their work armed only with handy oak sticks. The society has received scores of applications for assistance. Although all the ghost warriors profess disbelief in ghosts it has been decided wise always to send two hunters to lay away a disturbing spook.

FACIS FROM A SCIENTIST'S NOTE BOOK.

Some of the great Atlantic liners employ 150 firemen.
All German soldiers must learn to swim.
Some of them are so expert that, with their clothing on their heads and carrying guns and ammunition, they can swim streams several hundred yards wide.

Flants with white blossoms have a larger proportion of fragrant species than any others; next comes red, then yellow and blue. Many of the flowers of spring are white and highly fragrant; those of autumn and winter being darker, with less perfume.

A Paris journalist has founded a babies' club. It is a spacious and pleasant building, with a garden and a club house where games of all kinds are provided. There is a Punch and Judy show, and a cafe, where sweets, cakes, tea, milk and various kinds of lemonade are sold to members and their parents, while there are also innumerable toy shops and a theatre.

There are reckoned to be at least 800,000,000 coconut trees in existence in full bearing.
The oldest known English picture is one of Chaucer, painted on panel in the year 1380.
There are never fewer than 40,000 tramps in England. Hard times double that number.
Burning orange peel has the faculty of dissipating the odour of tobacco that smoke in a room.

Among the birds the swan lives to be the oldest, in extreme cases reaching 300 years. The falcon has been known to live 162 years.
The first place of worship in Western Australia was unique in two respects—the materials of which it was built and also the several purposes to which it was devoted. This remarkable building was made at Perth by soldiers shortly after their first arrival in 1829, and was composed almost entirely of bulrushes. In addition to its use on Sundays for divine worship, it occasionally served as an amateur theatre in the week and during the whole time as a barracks.

The greatest heat is never found on the equator but some ten degrees to the north, while more severe cold has been registered in Northern Siberia than has been found near the pole.

The value of all kinds of fish landed in England and Wales in one year is over \$35,000,000, and the number of men and boys employed, over 40,000.
Red glass hinders vegetation, while blue glass suppresses it. Sensitive plants, like the

minous, grow fifteen times higher under red glass than under blue.

Trained falcons to carry dispatches in the time of war have been tested in the Russian army. Their speed is four times as rapid as that of carrier pigeons.

Zinc coffins are largely used in Vienna, but the more expensive ones are made of copper, and cost as much as \$2,500, while a bronze and copper coffin recently made for a Russian archduke cost over \$5,000.

Metals get tired as well as living beings, a scientist declares. Telegraph wires are better conductors on Monday than Saturday on account of their Sunday rest, and a rest of three weeks adds to per cent to the conductivity of a wire.

The grandest train in the world is the Kaiser's. It cost \$1,000,000 and took three years to build. In the twelve sumptuous saloons are two dining coaches, a gymnasium, a music room, and a drawing room furnished with oil paintings and statuary. The treasure room, with its two safes, is burglar-proof.

Picture books for the benefit of travellers are kept in the Paris police stations. It frequently occurs that foreigners lose things which they are unable to describe, because of their unfamiliarity with the French language. The picture books contain representations of various articles, and the inquirer has only to turn the leaves and point out the illustrations which resemble the property he has lost.

The most remarkable burglar-proof safe in the world has just been placed in a bank at Newberg island. At night the safe is lowered by cables into an impenetrable metallic lined subterranean vault of masonry and concrete. After reaching the bottom is fastened down by massive steel lugs, operated by a triple-time lock. Until these lugs are released automatically at a desired time, no human agency can raise the safe, and to break it through a mass of stone and concrete which measures ten feet by ten feet by sixteen feet with dynamite would wreck the building without making the safe available.

Rabbits, says a naturalist, have white tails so that the young may be able to distinguish their mother in case of pursuit. The colour of a rabbit is so like that of the ground that this would otherwise be difficult, if not impossible.

Intimations.

MUSIC LESSON.

LESSONS in Violin, Mandoline and Guitar at pupil's residence.
Evening engagements for Dances and Concerts.
Apply to—
E. J. LOPES,
C/o Hongkong Telegraph Office.
Hongkong, 9th March, 1908. [132]

JAPANESE MASSAGE.

F. KAWASAKI.

GRADUATE of KOBE MASSAGE SCHOOL,
No. 36C, PRAYA EAST, WANCHAI, HONGKONG.
Telephone 564.

EFFECTIVE TREATMENT

OF BERT-BERTI AND RHEUMATISM.

Attendance at Patients' Residence.
Hongkong, 2nd May, 1908. [1379]

50 PER CENT LESS.

WE WILL SELL OUR ENTIRE

STOCK OF

BICYCLES and

ACCESSORIES

at 50 % less than usual

prices for one week only,

to clear our old stock

and make room for our

new shops at Nos. 33 &

35, Des Vœux Road.

Begin from TUESDAY, the 8th

MARCH.

Remember we will Remove to our

Shops on the 7th inst.

DRAGON CYCLE

DEPOT,

33 & 35 DES VŒUX ROAD CENTRAL.
Hongkong, 4th May, 1908. [141]

Intimations.

DONE BY TRYING.

Nobody can tell what he can do till he tries. When a thing ought to be done the modern spirit moves us to keep working away at it until it is done. In the face of this idea the "impossible" vanishes. Where there's a will, there's a way. "If we could but rob cod liver oil of its sickening taste and smell and then combine it with two or three other ingredients we should possess the best remedy in the world for certain diseases that are now practically incurable." So said a famous English physician twenty-five years ago. "But it will never be done," he added. "You can no more turn cod liver oil into a pleasant palatable medicine, than you can turn the Codfish itself into a Bird of Paradise." Yet he lived to admit that in

WAMPOLE'S PREPARATION the "impossible" had been accomplished. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites, Extracts of Malt and Wild Cherry. This remedy is freed from the bad peculiarities Dr. Frothingham so detested, and it is precisely the splendid medicine he wished for. Use it freely and confidently for Anemia, Hysteria, Wasting Complaints, Blood Impurities, Asthma, and Throat and Lung Troubles, Dr. W. H. B. Atkins, F. R. C. P., London, M. D. C. M., Victoria University, M. B., Toronto University, Consulting Physician to Home for Invalids, Physician to Toronto General Hospital, says: "I am much pleased to state that the results from using Wampole's Preparation of Cod Liver Oil have been uniformly satisfactory; it appealed to me as being prepared according to correct scientific principles." It increases the appetite and influences the digestion of food; it is delicious to take, will not disappoint you and is effective from the first dose. "It represents the dawn of progress." At chemists everywhere.

CHINA AND JAPAN TELEPHONE AND ELECTRIC CO., LD.

A LADY OPERATOR is required for Kowloon Exchange. Must reside in Kowloon and be able to speak English and Chinese.
Apply personally at the Company's Hongkong Office in Duddell Street, between the hours of 10 and 11 A.M.
Hongkong, 8th May, 1908. [1486]

WANTED.

A PORTUGUESE CLERK with a good knowledge of Bookkeeping and Accounts for a British firm in Taipei, Formosa. Apply to A.I. stating salary required and previous experience.
Hongkong, 8th May, 1908. [1485]

"OLIVER" TYPEWRITER: No 10224.

WILL the owner of this Machine kindly communicate with

"VERTEX"
C/o Hongkong Telegraph.
Hongkong, 7th May, 1908. [1482]

A. CHAZALON & CO.,

6, QUEEN'S ROAD CENTRAL.

A FRESH supply of French and English preserves just to hand:—

TRUFFLED SAUSAGE,

BREAKFAST BACON,

CALF'S HEAD & HAM,

PEAS & HAM,

PORC, MUTTON & VEAL CUTLETS,

CHICKEN & HAM,

VEAL & GAME PATES,

MUTTON & CHICKEN CURRY,

Intimations.



A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S

E

VERY OLD LIQUEUR

SCOTCH WHISKY

A Blend of the Finest Pure Malt Whiskies distilled in Scotland

GENUINE AGE

AND

***FINE MELLOW FLAVOUR.**

Per Case - - - \$16.50

Watson's

D. SHERRY
SUPERIOR PALE DRY.

Per Dozen\$19.50

A VERY FINE WINE, POPULAR THROUGHOUT THE FAR EAST.

A. S. WATSON & CO., LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 7th April, 1908.

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BIRTH.
On May 3, 1908, at Shanghai, to Mr. Mrs. F. N. SAVARD-REMEDIOS, a son.

The Hongkong Telegraph

HONGKONG, SATURDAY, MAY 9, 1908.

JAPANESE FINANCES.

The financial situation in Japan is anything but reassuring. From the *Chronicle*, of Kobe, we learn that the estimated deficit in the Government revenue for the present year is to be made good by ¥350,000,000 saved by the postponement of projected undertakings, a surplus from the preceding years amounting to ¥40,000,000, and the increase of taxation estimated to yield a revenue of ¥4,900,000,000. In the present financial conditions, it is considered hopeless to issue bonds as proposed (a large portion of the "surplus" is represented by unissued bonds), and the excess of imports over exports is expected to continue longer so that if the financial conditions remain as at present, it is feared that the basis of the Government finance will be seriously disturbed. In view of this, Mr. Matsuda, Minister of Finance, having consulted with Mr. Hara, Home Minister, and Marquis Saionji, Premier, has decided to further postpone projected Government undertakings. The appropriation of the War Office—¥32,000,000—to be raised by means of bonds, and the expenditure of the Communications Department—¥40,000,000—also to be raised by bonds, are the principal items upon which the Minister of Finance has fixed his attention. If the Ministers of War and Communications agree, military works representing about ¥20,000,000 in value, and railway undertakings to the extent of several million yen, will be postponed in addition to the works already deferred.

PRINCE SU, President of the Ministry of the Interior, is reported to have decided upon the organization of a police force, which will be composed of officers whom it may be difficult or impossible to distinguish from certain classes of people whose dress or manners they may think fit to assume, in order that they may be more easily detected crimes or prevent the commission of such as require any previous combination or arrangement. His Highness will also organize a body of mounted police officers for the patrol of the suburbs of Tokio.

LOCAL AND GENERAL.

THE strike of the coalheavers at Moji is ended. MAJOR-General Broadwood left Tai-ron on 3rd inst. for Japan.

THE native edition of the *Korea Daily News* has been suspended from publication.

MR. Grover Cleveland, former President of the United States, is dying of cancer in the stomach.

A TOKIO despatch, of 3rd inst., says that two Korean newspapers at San Francisco have been suspended.

A TELEGRAM has been received from the Government of Burma declaring Hongkong to be an infected port.

MR. ALFRED BRYER has been appointed a Visiting Justice to the Po Leung Kuk vice Mr. Duncan Clark, resigned.

A CORRECTED copy of the register of medical and surgical practitioners qualified to practise medicine and surgery in this Colony, is published in the *Gazette*.

THE Japanese Cabinet is considering a further postponement of the railway works and of the naval and military programmes contemplated under the present budget.

IT is notified that the cancellation of the memorial of re-entry by the Crown on New Kowloon Survey District III Lot No. 720 has been registered according to law.

THE Imperial Commissioners of Opium Prohibition are of opinion that the limit of ten years granted for the complete prohibition of opium is too protracted and should be reduced, to six years for the more prompt eradication of opium smoking.

BARON Goto, President of the South Manchuria Railway, left Harbin on 5th inst. for St. Petersburg, in a special car provided by the Russians, in order to negotiate the question of railway connexion between the Manchurian and Siberian systems.

AN amusing story comes from *Asahi*, Japan, where a well-known Japanese magician, Tenichi, who is noted for his skill in mesmerism, was mesmerized by Sadachi, a young member of his company. Sadachi stole Y20 from his master's purse and absconded.

SUNDAY, May 10th, will be observed in St. John's Cathedral as Bible Sunday and half the total amount of the offerings on that day will be given to the British and Foreign Bible Society. The preacher at Evensong will be the Rev. J. H. France, M.A., Chaplain of the Missions to Seamen.

A TELEGRAPHIC dispatch from Anking (capital of Anhui) states that order has been restored in Yingshan, where the building of the Roman Catholic mission had been destroyed and the Magistrate's yamen burnt down by a number of rioters. It is added that nineteen ringleaders have been arrested and summarily decapitated.

IN response to a memorial from the Ministry of Education, asking for special recognition by the Throne for the Japanese professors in the Peking University who have completed their agreement of five years in that institution, an Imperial Rescript has been issued whereby the professors have been decorated with the stars of the Double Dragon of the 2nd Class, 2nd Division.

ON the night of the 1st instant a rice shop at Yawosha, near Woosung, was visited by a body of robbers armed with swords and revolvers, and spoil, to the value of over Tls. 1,000 was carried away. Directly after the robbery, a report was sent to the Magistrate of P. ohanaiien, who at once dispatched a number of soldiers after the robbers, but no arrest was effected.

RETURNS of the average amount of banknotes in circulation and of specie in reserve in Hongkong, during the month ended 30th April, 1908, as certified by the managers of the respective banks:—

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia and China,	\$1,508,885	\$1,800,000
Hongkong and Shanghai Banking Corporation,	14,833,877	10,000,000
National Bank of China, Limited,	259,560	150,000
Total,	\$18,552,252	12,950,000

ATTENTION is directed to the advertisement announcing the special cheap excursion to Micao to-morrow. The Steamboat Co. are considering the convenience of their patrons by assigning the favourite steamer *Huanghai* to the Macao service to-morrow, and the schedule of departures is an eminently suitable one at all contemplating a sea-trip to-morrow—9 a.m. from Hongkong and 3 p.m. from Macao. The Military Band on board should again prove an attractive feature. Fast Sunday provided the best trip of the season, and given the present ideal weather there is no reason why the Steamboat Co. should not be encouraged into making the *Huanghai's* weekly excursions a permanent fixture.

THE Siamese torpedo-boat destroyer *Sar Ta-yen Chon*, now being built at the Kawasaki Dockyard, Kobe, was successfully launched at 5 o'clock on the afternoon of the 27th inst. in the presence of a very large number of invited guests, amongst whom were the Siamese Charge d'Affaires in Tokyo, Baron Rittman, a Siamese officer sent to watch the construction of the boat, Mr. J. B. Sutor (Australian Commercial Agent), Mr. Yamamoto (Chief Procurement Officer of the Osaka Chibo Salubroso), and Mr. Minakami, Mayor of Kobe. The vessel was named by Mrs. Hattori, wife of the Governor of Hyogo prefecture. The *Sar Ta-yen Chon* is 227 feet long, 21 1/2 feet wide, and 12 feet deep, and will be capable of a speed of 27 knots; she has a draught of 6 feet, and is of 375 tons displacement. The armament will consist of one 12-pounder quick-firer and five 6-pounder quick-firers, with two Maxim guns.

Piracy near Canton.

"STAND AND DELIVER!"

THE "TAI HANG" HELD UP.

[From Our Own Correspondent.]

Canton, 8th May.

Yesterday morning the steam launch *Tai Hung* left here for the Ching Yuen district, and when she was proceeding on her way a few miles from Canton several pirates, who had boarded the launch under the guise of passengers, rushed up, all of a sudden, to the deck and commanded the purser of the vessel to "stand and deliver." Revolvers were held over the head of the terrified purser. Needless to say the demand of the robbers was complied with. The purser surrendered all the money then in his possession which was, fortunately, not very much. The amount of cash yielded was only thirty dollars. Little as the money was the pirates were content with the result of their enterprise. They then ordered the master of the launch to steer the vessel in the direction of the river bank where they landed and took to flight. The crew of the vessel all disembarked and pursued the men. Upon an alarm being raised assistance was at once at hand and the culprits were arrested.

New bye-laws for the licensing, regulation and sanitary maintenance of boarding-houses for Chinese emigrants are published in the current issue of the *Gazette*.

His Excellency the Governor has been pleased to appoint Mr. Jose Caetano da Cunha, to act as Carhier during the absence on leave of Mr. E. A. de Carvalho or until further notice.

SHIPS conveying Chinese passengers, under the provisions of the Chinese Emigration Ordinance, 1875, will not be allowed to carry them on the upper or weather deck, between the 1st of June and the 15th of October inclusive.

It is stated officially that Commander Phra Vichara, accompanied by four other naval officers, left Bangkok recently for Japan, to inspect the torpedo destroyers that are being built for Siam in that country. It is expected that they will bring one of the vessels to Bangkok on their return.

DURING a recent thunderstorm in Bangkok a flash of lightning struck a boy who was riding a buffalo home in the vicinity of Bang-pa-in. Both the boy and the buffalo were killed, and in the fall the horn of the buffalo pierced the boy's body, and in this condition they were found some hours afterwards.

THE maximum draught of vessels navigating the Suez Canal having been increased since January 1st, the regulation then in force has been modified as follows:—"The passage through the Canal is open to all vessels of whatever nationality, on condition that their draught of water does not exceed 8.53 metres." The maximum draught is thus increased one English foot, or from 27 ft. to 28 ft.

MR. J. M. DE GRACA, a clerk in the employ of Messrs. Melchers & Co., prosecuted two public chair coolies in the Police Court, this morning, for using insulting and abusive language towards him, yesterday. The complainant, it appears, engaged the defendants' chair to return home, and the coolies, who, apparently, did not like the trip, as they knew they would be paid the legal fare, became most impudent all the way. Arriving home Mr. Graca gave them into custody. They were each fined \$5.

ON the whole, the development of the German high commercial schools is most satisfactory. The steadily growing attendance of most of them proves that this latest addition to the German system of academic institutions was really wanted. There is, however, one exception to the rule. The Commercial department annexed to the Engineering College at Aix-la-Chapelle shows only fourteen students on the roll. With this small attendance the number of the four other commercial high schools that enjoy complete independence contrasts most remarkably. At the oldest institution of this kind, that of Leipzig, we find 571 students. Then follow Cologne, that was founded seven years ago, with 361, and the Berlin Commercial High School, founded a year ago, with 367 students, while the Frankfurt-on-the-Main Institute reports 255. Most encouraging is the rapid development of the Berlin commercial school, that has been splendidly endowed by the Corporation of Berlin Merchants and is in its organization far in advance of its rivals. Compared with the previous year the attendance of all German high commercial schools rose from 1567 to 1578. These figures prove that the idea to give a solid theoretical basis to the professional training of future merchants has found approval and is gaining ground among the business men of Germany.

SHIPPING AND MAILS.

MAILED OFF.
French (*Ernst Simon*) 11th inst.
American (*Montilla*) 12th inst.
English (*Quill*) 13th inst. 7 a.m.

The s.s. *Zafra* left Manila on 6th inst., at 2 a.m., and is due here on 11th inst. at 6 p.m.
The s.s. *Satsuma* left Shanghai this morning, and may be expected to arrive here on 11th inst., morning.

The N.Y.K. s.s. *Yasuda Maru*, Australian Line, left Manila for this port, on 6th inst., and is expected here on 11th inst.

The N.Y.K. s.s. *Kamohara Maru*, European Line, left Shanghai for this port on 8th inst., and is expected here on 11th inst.

The N.Y.K. s.s. *Kumano Maru*, Australian Line, left Nagasaki for this port on 8th inst., and is expected here on 12th inst.

The N.Y.K. s.s. *Aki Maru*, American Line, left Kobe for this port via Moji and Shanghai on 8th inst., and is expected here on 12th inst.

The P. & O. s.s. *N. Co.'s s.s. Dalia* left Singapore for this port on 8th inst., at 5 p.m., with the outward English Mails, and is due here on 13th inst. at 7 a.m.

Steamers for Canton.

HONGKONG SHIPBUILDERS

TENDERS.

KEEN BIDDING.

[From Our Own Correspondent.]

Canton, 8th May.

Tenders were some time ago invited by the superintendent of the Canton-Hankow Railway Co. for two twelve-wheeled double-enders ferry boats. The brief specifications stated that the boats are to provide accommodation for 1,600 to 2,000 passengers with a speed of from eight to ten knots per hour. Their draft is not to exceed 4 ft. 6 in. Quick delivery will be considered in the adjudication of the tenders. According to the advertisement calling for tenders the bids were to be opened at 3 o'clock this afternoon.

Those interested in the contract met at the office of the Company at Yuen Cheong Street at the appointed time. There was some delay before proceedings commenced. It was due to the non-arrival of the president of the Company due to business pressure. At four o'clock, however, the sealed tenders were opened, the President arriving shortly after and apologized for his lateness. There were present at the commencement of the proceedings:—Sir Chentung Liang, Chief President of the Canton-Hankow Railway Co., Mr. Sieg, vice-chairman, Mr. J. Lind, superintendent, Skekwaitong station, on behalf of the Company; Mr. Geo. B. Caldwell, representing the Hongkong and Whampoa Dock Co., Ltd.; Mr. W. S. Bailey, senior partner of W. S. Bailey & Co. of Hongkong; a member of the firm of Messrs. Carlowitz & Co. of Shanghai; and two Chinese gentlemen who, I have learnt, are partners in the Kwong Hip Loong firm, of shipbuilders of Hongkong.

THE TENDERS.

Four tenders were received in all. I detail them in the order of their cost:—

Hongkong and Whampoa Dock Co., \$54,000 each steamer; or \$128,000 for both.

W. S. Bailey & Co., \$49,750 each steamer; or \$99,500 for both.

Kwong Hip Loong & Co. submitted two tenders. The first quoted \$57,000 for each steamer; or \$107,000 for both. And the second, with different specifications, \$46,500 for each; or \$93,000 for both.

Carlowitz & Co. put in estimates for various gasoline engines of different powers and prices, but made no provision for hulls.

The last-named tender was not considered.

MERITS OF THE SPECIFICATIONS.

My inquiries from authoritative sources elicited the reliable information that the two firms of British shipbuilders specified for vessels of the following dimensions:—140 ft. over all, 23 ft. beam, and 7 ft. 6 in. depth. Both undertakes to construct vessels with hulls of steel as advertised for. Kwong Hip Loong, on the other hand, offer to build, at their bids, vessels of 135 ft. length, over all, 23 ft. beam and 7 ft. depth. Unlike the British tenders, the Chinese firm undertakes only to provide vessels with hulls of wood instead of steel and propelled by twin-screws instead of paddle-wheels as stipulated for.

It is worthy of note that an important factor as well, in some measure, the respective merits of the tenders, viz., that regarding the speed of the vessels was not disclosed at the proceedings. Inquire as I may there are none found willing to vouchsafe the information to a Press correspondent.

As exemplifying the thoroughness with which the Dock Co. went into their specifications and bills of costs, it is worthy of mention that they were the only tenders to put in alternative plans for either paddle-wheel or twin-screw steamers. The merits of the latter as against the former are obvious to any one acquainted with the narrowness of the river and the congested traffic thereof where the vessels are intended to ply when ready. Your correspondent has chronicled on several occasions the capizing of passenger boats and the consequent loss of lives due to the wash occasioned by the steamers whose wide beam operates as a disadvantage on the narrow parts of the river. The Dock Co. supplied plans of a vessel fitted with screws fore and aft like those engaged on the passenger traffic between Hongkong and Kowloon.

Another important condition of the official advertisement stipulating for a certified cheque for not less than 40 per cent of their respective bids to accompany the tender, was complied with in only one instance so far as I have been able to gather. And that was in the case of the Hongkong-Dock Co.

DISPARITY IN PRICES.

The figures which I have been able to present to your readers will have established to the observant critics a wide disparity in the respective prices of each of the three bids. Had I not been as thoroughly conversant, as I happen to be in this case, with the particulars of each, I should have hesitated to venture upon any explanation which comes, properly speaking, only within the province of the technical experts to speak with any degree of confidence. The difference in prices, in two cases at any rate, is accounted for by the comparative light scantlings in the one as against the other. Besides, the relative merits in the accommodation on the proposed vessels have also a bearing on the rival bids. One fact, however, is not easily reconcilable. A European firm tenders for larger vessels and with steel hulls at prices just a shade higher than the Chinese, with all their cheapness of labour and supervision, are capable of constructing smaller vessels with hulls of wood. I wonder if the Canton-Hankow Railway Co. is going to be made a gift, at the expense of some of the Hongkong shipbuilders.

Another very striking anomaly suggests itself to my mind. How a vessel of the dimensions specified is going to carry a living freight of 1,600 to 2,000 souls puzzles my comprehension. It is the Railway Company's legal, as well

as a moral obligation to consider the safety of their passengers while travelling on their vessels. If so, the point I have raised merits careful consideration as also the possibility of a feasible bottom being responsible for hundreds of lives being engulfed in the case of any catastrophe.

NO AWARDS YET MADE.
I have been anxious to ascertain, for communication to you, if the tenders had been adjudicated upon. I know for certain that it has not, and the rival bids are receiving attention at the hands of the Railway Co.'s officials who, according to present indications, hope to be in a position to advise the tenderers, in Hongkong, by letter, on Monday next. The time appears to me to be far too short for the judges to be able to master the details of each specification, and it should be well if the president of the Company were to call in technical advice before pronouncing his judgment. It is a duty owing to the shareholders.

SCAPPELLI SHOAL.

POSITION OF, AND DECREASED DEPTH ON.

H.M.S. *Waterwitch* after 2 days' search has located this shoal to be in latitude N. 2° 17' 5"; longitude E. (of Greenwich), 106° 51' 18".

An examination revealed the fact that it is a narrow ridge of coral formation, about 2 1/2 miles long in an East and West direction, and 4 cables wide in a North and South direction within the 20 fathom line; and 5 1/2 cables long in an East and West direction and 2 1/2 cables wide in North and South directions within the 10 fathom line.

A least depth of 5 fathoms Coral was found nearly in the centre of the 10 fathom area. This shoal was not marked by any discolouration of the water nor by overfalls or smooths. The astronomical position given is for this shoal's spot.

This notice affects Admiralty charts Nos. 2660A and 1263.

China Sea Directory Vol. 2, 5th edition, 1906, pages 119 and 117.

AT St. Andrew's Church, Kowloon, to-morrow, "Bible Sunday" will be observed. The offertories throughout the day will be divided between the British and Foreign Bible Society and the Church Maintenance Fund. The preacher at the evening service (6 p.m.) will be the Rev. A. Dallas Ennis, chaplain to the Forces. Holy Communion administered at 8 a.m.

Telegrams.

[Kuter.]

The Anti-Opium Crusade.

London, 7th May.

Mr. Johnson, in the House of Commons, moved a resolution urging the Government to terminate as speedily as possible, the system of licensing opium dens in Crown Colonies, especially in Hongkong, the Straits and Ceylon.

Major Seely, Under Secretary of State for the Colonies, accepted the motion because the time had come to take a decisive step forward.

In regard to the Straits and the Malay States, he expected the report of the Commission early in the autumn, but he promised the ultimate extinction of the opium abuse there.

In reference to Hongkong, Major Seely read a telegram, despatched on the 4th inst., to Sir Frederick Lugard informing His Excellency that the Government had decided to close the dens as they recognised that it was essential to maintain the standard set by the Chinese.

Sir Edward Grey said that, in regard to the criticisms on Shanghai not closing all the dens, he must point out that Shanghai was an international settlement, and that the decision rested with the ratepayers. He would use every influence to assure the Municipality carrying out the intention and ending the traffic in two years. It was not fair to contrast the action of the Municipality with that of the native cities, where the dens still sell opium although they are closed. The Government of the United States had been asked the date and place for the meeting of the proposed Commission, but our action would be quite independent.

Sir Edward gave a tribute to the good results attained so quickly by the Chinese Government, which he thought was undertaking the most grave task possible by any Government, and he desired to say that the Chinese should feel that we are sympathising with the action, and wish to aid it.

Later.

The Cruise of the American Fleet.

The Battleship fleet has arrived at San Francisco, where it was most enthusiastically welcomed.

Fêtes, extending over ten days, have been arranged.

Proclamation of the King of Portugal.

King Manuel of Portugal proceeded with great pomp to Parliament and took the oath, when His Majesty was proclaimed King.

Mr. Asquith's Budget.

The chief feature of Mr. Asquith's Budget is a provision for pensions of 5/- per week for indigent over seventy years of age.

The cost is not expected to exceed £60,000,000 per annum.

The Budget reduces the duty on sugar to 22d. per cwt.

Taxation in other directions remains unchanged.

Telegrams.

HONGKONG TELEGRAPH SERVICE.

SHANGHAI VOLUNTEERS.

THE PORTUGUESE CORPS.

PROCEEDINGS BY THE PORTUGUESE CONSUL.

[From Our Own Correspondent.]

Shanghai, 9th May.

12.10 p.m.

The Portuguese Consul-General,

Mr. O. A. Potier, has instituted proceedings against the Commander,

Capt. Nolasco, of the Portuguese

Company of the Shanghai Volunteer

Corps.

The action is for alleged lack of

respect on the occasion of the annual

rifle meeting.

The annual prize distribution of the Por-

tuguese Company took place at the Rifle Range

in ideal weather yesterday (3rd May). The com-

pany formed up at nine o'clock in the Hongkong

Park under the command of Captain Nolasco

and proceeded to the Church of the Sacred

Heart of Jesus. At the conclusion of the

ceremony the company headed by their own

brass band, which under the leadership of Mr.

S. Silva has greatly improved during the past

few months, proceeded to the range, where

they found a large number of visitors awaiting

them, among whom were Mr. O. A. Potier,

Portuguese Consul-General, and many officers

of the S.V.C. as well as many ladies. The

prize which formed a handsome collection

was on exhibition on a table at the end of the

pavilion and attracted a good deal of attention.

Captain Nolasco said that Captain Davidson

who was once attached to the Portuguese Co.

S.V.C. had kindly consented to give away

the prizes to the successful competitors in the

last Annual Rifle Meeting and also to those

members who had attended the greatest num-

ber of drills during the past year. These

prizes were bought out of the funds, that was

to say, members who neglect to attend drills

and to have their rifles and equipment in

proper order contributed to present their com-

rades,

Anti-Opium Campaign.

POSITION OF THE HONGKONG MONOPOLY.

OPIMUM FARMER INTERVIEWED.

The serious case of the financial position of Hongkong which will be created as the result of the action dictated to the Governor of Hongkong by Downing Street, if the instructions, conveyed by telegram, as announced by Reuters, are carried into effect forthwith, led a member of our staff to obtain an interview with the Opium Farmer on the effect of the closing of the dens in Hongkong in relation to the opium monopoly which contributes about a quarter of the total annual gross revenue of the Colony. We exclude at the moment the consideration of the larger question of a trade which is worth, in round figures, no less than thirty million dollars per annum apart from the side turnovers.

The Opium Farmer himself is a gentleman unacquainted with the English language and our representative was accordingly referred to his secretary, Mr. Chan Kai Ming, whose thorough knowledge of the English colloquial made the conversation most interesting and instructive.

"Have you received any communication from Government respecting the closing of the dens in Hongkong?" was the first of a series of questions which Mr. Chan was kindly asked to answer.

He replied: "No," unreservedly.

"How about your agreement with Government?"

"As you know it is one for three years. We were awarded the farm on the 1st March, 1907. Consequently, the agreement has twenty-two months more to run."

"You consider the closing of the dens a breach of the agreement?"

"Yes, we do."

"And you will seek redress from the Government?"

"Yes. If the smoking shops are closed, it will affect the Farm very much. You ask me what extent, I should say about two-thirds of our aggregate business."

"And you pay for the privilege of conducting that business?"

"\$125,000 a month."

Continuing, Mr. Chan Kai Ming informed our representative that the closing does not involve the Opium Farmers alone. The Government had to consider the position of the divan keepers. There are altogether about two hundred opium shops in the Colony. They are divided into first and second classes. The speaker proceeded to explain that the establishment of each class, in the case of the first class, an initial outlay of \$500 for furniture and fixtures; and in the other class half that amount. That was why said the daily takings in each of those establishments were not taken into consideration.

"Can you kindly inform us what is the daily quantity of prepared opium consumed in the public dives?"

"I rather not go into details haphazardly," remarked the Secretary. "It is safe for you to say, 'a large quantity.' The opium is put up in little boxes of 41 candareens and 7 candareens, respectively."

Asked if he had any other observations to offer on the effect of the Home instructions to the local Government as bearing on the Opium Monopoly, Mr. Chan Kai Ming proceeded to state that it was a most serious question to the Colony in its economic aspect. A monthly deficit of \$125,000 in the revenue was not to be made up by a stroke of the pen. As for increased taxation to make up the revenue from opium, he feared that would tend to further increase the already high cost of living in the Colony. Then there was also that to consider. What would become of the whole host of divan-keepers? With their trade gone they could find no employment in the Colony. It would mean their departure for Canton. Rests of floors occupied by the divans would also go down. They would tell on the disaffected landlords who were already groaning under the exactions of the Health Ordinance.

"As for our own business, why, when I mentioned the two-thirds loss a little while ago I did not take into account the fact of the apprehension on the part of private smokers. Sales to them will also be curtailed. They see in the closing of the public dives the anticipation of their turn to surrender the pipe willy-nilly. Consequently, even though against their personal inclinations they will feel compelled to reduce their opium."

"Which means that your claim for compensation by Government becomes all the greater?"

"Certainly!" was the deliberate reply.

"Can you give an idea as to the approximate amount of the compensation you will endeavour to obtain?"

The Chinese gentleman smiled good humouredly. And in that smile our representative observed the true import of its meaning.

BONFIRE OF OPIUM PIPES.

THE OPENING SCENE.

With reference to our special telegram of 4th inst., the following detailed account of the bonfire at Shanghai will be read with interest. It is taken from the N. C. D. News of the 4th inst.—The much-advertised immolation of opium utensils took place at Chang Su-ho's Gardens yesterday afternoon, and had it not been for the obvious earnestness of many of the native spectators, the proceedings might have been mistaken for a farce. The roof, balcony and verandah of the main hall were swarming with sightseers, while a thousand or so more were scattered round the site of the smoking bonfire and on various points of vantage in the grounds. At 4 p.m., the hour appointed for the bonfire, arrangements had been made, and several tables of opium-smoking utensils were arranged in the grounds. A couple of coolies were engaged

in stripping the pipes of their metal work, while others were splitting up the small metal boxes, used for holding the drug, by means of a hammer and chisel. Yet another man, armed with a sledge hammer, was shewing his prowess on the delicately-fashioned brass lamps. Some of the ivory pipes were sawn up into small pieces, but those intended for the bonfire, which were mostly made of wood, were dipped in a kerosene can, and then stacked in two square heaps on a couple of large stones. On one of the tables were two small trays, each containing a complete opium-smoking outfit. A written sheet of paper accompanying them, stated that they were the offerings of Mr. Lien Yue-ming, manager of the East Asiatic Dispensary, and Kua Kuei-yen, a singing girl, respectively. Both these quondam opium-smokers sent in their apparatus to be burnt with a pledge that henceforward they would abstain from using the drug. To add to the animation of the scene that has been described, a native gentleman, with a reckless disregard for the spectators' heads, was letting off bombs at intervals, and as the fragments hurtled through the air and landed on the heads of the crowd there was great amusement among the more fortunate onlookers.

SPEECHES.

The work of destruction being almost completed, Mr. Sun Ching-foong delivered what appeared to be a very powerful exhortation, from an improvised platform in front of the hall. Mr. Sun is Messrs. Siemens & Co.'s commandore, and his comments on the afternoon's entertainment were received with loud manifestations of approval.

But an even greater impression appeared to be made by Mr. Wong Chin-foo, who spoke at some length, and whose remarks were afterwards interpreted, by Mr. A. M. A. Evans. This speaker stated that the Committee of the Commercial Bazaar, which had purchased the contents of the Nan Sun-sin Opium palace, were determined to assist their countrymen in stamping out the opium curse. He was sufficiently familiar with history to be able to refute the common impression that opium was introduced into China by the foreigner; it was consumed by the Chinese three hundred years before the foreigners arrived. The Committee, learnt with great pleasure of the desire of the Municipal Council to endeavour to do away entirely with opium, and he felt sure that in such a commendable enterprise the foreign community would co-operate wholeheartedly with the Chinese. He referred to the example of Mr. Lien Yue-ming, who had been an opium smoker for twenty-five years, but who had now realized the harmful effects of the drug, and had brought his pipes and paraphernalia to be destroyed. The Opium Palace from which came the pipes that were to be destroyed that afternoon was said to be the largest in China, and news of the bonfire would be noised about throughout the land. It had originally been the intention of the Committee to burn the chairs and tables of the Palace at this bonfire, but it would have made too big and too dangerous a fire, and, therefore, they would be sold, and the proceeds devoted to the furtherance of the anti-opium movement. For some of the pipes that were about to be burnt, \$500 had been offered, but the Committee had declined to sell them. Finally the speaker called the audience's attention to the fine weather, which, after several days' rain, convinced him that Heaven favoured their enterprise.

THE BONFIRE

No sooner had the speeches concluded than the Chinese Volunteer band struck up, and amid a deafening din from crackers and bombs a light was set to the stack of kerosene-soaked pipes. They burnt up fiercely, and whenever the flames threatened to die down a further supply of kerosene was thrown over them. Three glass lamp-covers, trays and other utensils were thrown on top of the blaze, and not until the bonfire had nearly burnt itself out did the spectators leave the spot. The scene of the blaze, on the lawn by the water-side, has been used before now for demonstrations of the effectiveness of patent fire-extinguishers. On this occasion it demonstrated the ruthlessness of unchecked fires.

The Sing-song girl, in the letter accompanying her contribution to the bonfire, announced her intention of endeavouring to induce other members of her profession to stop smoking opium. There can be no doubt that the ceremony fired the imagination of the Chinese, and though to Europeans the destruction of a quantity of property, which might have been sold on the curio market and henceforward put to no evil use, seemed an act of vandalism, it may have a far-reaching effect on Chinese opinion regarding opium in the Settlement.

GOVERNMENT BUILDINGS.

THE DUTY OF INSPECTION.

At the meeting of the Sanitary Board on Tuesday next, Mr. A. Shelton Hooper, pursuant to notice, will ask:—

(a) What is the number of houses in Victoria and Kowloon, which remain to be dealt with under sub sections Nos. 1 and 2 of section 175 of the Public Health and Buildings Ordinance?

(b) Is it a fact that notwithstanding your statement that all Government buildings are periodically inspected by Sanitary Department officers, all Government buildings which have a medical office attached, there is no such inspection?

(c) If not, is it the duty of the Medical Officer so attached to make periodical inspection of such buildings to see that they are in such a sanitary condition as not to constitute the provisions of the Public Health and Buildings Ordinance?

(d) Will you lay on the table a list of such Government buildings as have a medical office attached?

The total output of the Chinese Engineering and Mining Company's three mines for the year ending April 30, 1908, amounted to 25,707,753 lbs. and the sales during the same period to 28,675,000 lbs.

Loss of the "Matsu-shima."

THE GOVERNOR'S SYMPATHY.

ALLIES IN MISFORTUNE.

We have received, for publication, the following correspondence that has passed between His Excellency The Governor and the Japanese Consul, relative to the sinking of the *Matsu-shima*. The telegram, on this subject, from the Japanese Minister for Foreign Affairs has already appeared in our columns, and it is now given in full in order to complete the context:—

Letter, dated 2nd May, from His Excellency The Governor to Mr. S. Mashiko:—

Dear Sir,—I write to express to you my great regret at the news which I have seen in the papers of the loss of the cruiser *Matsu-shima* which was so recently a visitor in the Port, when I had the opportunity of meeting her gallant officers.

Our British Navy has also lately had several serious losses, so that we are allies in misfortune.

I earnestly hope that when we receive fuller news we may hear that there has been no great loss of life.—Yours very truly,

(Sd.) F. D. LUGARD.

Letter, dated 2nd May, from the Japanese Consul to His Excellency The Governor:—

Your Excellency,—I beg to tender my sincere thanks for your kindness in sending Capt. Taylor to this Consulate to express Your Excellency's sympathy on the accident to the cruiser *Matsu-shima*.

I am pleased to inform Your Excellency that I telegraphed immediately to the Minister for Foreign Affairs, Tokio, expressing Your Excellency's cordial sympathy.—Yours very truly,

(Sd.) SAIZO MASHIKO.

Letter, dated 4th May, from the Japanese Consul to the A.D.C. Government House:—

"Dear Captain,—I have received a telegram from the Minister for Foreign Affairs, Tokio, and beg to enclose you a copy of the above.—Yours truly,

(Sd.) SAIZO MASHIKO.

[Copy of telegram.]

"On the 30th April, at 4.8 a.m., one of the Japanese training squadron, the *Matsu-shima*, sank in a few moments while anchoring at a port in the Pescadore, owing to the explosion of the after magazine, only 4 metres of the funnel being seen on the water at full tide.

According to the investigation up to the noon of May 2nd 3 officers, 24 midshipmen, 7 semi-officers and other crew numbering 205 were saved. The bodies of the Captain, one officer, 27 midshipmen, one semi-officer and 39 crew were found, but those of 21 officers, 6 midshipmen and 121 crew are still missing.

Being prevented by the extent of the wreckage, it is very difficult for divers to discover the bodies.

Letter, dated 5th May, from the A.D.C. Government House, to Mr. Mashiko:—

Dear Mr. Mashiko,—I am in receipt of your letter of yesterday's date, enclosing copy of a telegram from your Minister for Foreign Affairs with regard to the *Matsu-shima* catastrophe, which I have submitted to the Governor.

His Excellency desires me to express to you his great grief at the terrible nature of the disaster and his profound sympathy for the relatives of those who have perished.—Believe me, Yours very sincerely,

(Sd.) P. H. MITCHELL-TAYLOR.

SMOKING CONCERT.

A very enjoyable smoking concert was held last evening at the Kowloon Catholic Club, when those present listened to an impromptu but well-appreciated programme. The concert was got up to inaugurate the formation of the Kowloon Catholic Club, which owes its origin to the efforts of the Rev. Fr. G. M. Spada and a few members of the community in Kowloon. The little hall was tastefully decorated for the occasion, which was honoured by the presence of the Right Rev. Bishop D. Pozzoni, who remained for a considerable time, an interested and amused listener. Mr. J. J. Leiris, Vice-Consul for Portugal, was also present. The secretary, Mr. Walter J. Emms, opened the proceedings by explaining the object of the concert, which was to introduce the newly-formed Club to the members of the Catholic community in Kowloon. Among those who contributed to the merriment of the evening was Mr. Fairburn, whose songs, "Father O'Flynn" and the "Admiral's Brown" were part of the evening's success. Mr. F. Silva most pleasingly rendered "Seng-Girl Land of my Home" and also gave banjo and piano-forte solos. The comic element was supplied by Messrs. Gater and Hutchison. Among the songs by the former were "My Liary," "Trence's Farewell to Kathleen," "My Irish Molly O" and a parody on "I wouldn't leave my little wooden hut for you." Mr. Hutchison's "Two little girls in blue" and a drinking song were most comic, and caused no end of merriment and laughter. Mr. Emms also took part and among his many contributions was "The Diver." Mr. Lei's recitation of "O'Connell Do Me a Compliment" (The Best Man's Dinner) was extremely amusing. Mr. M. S. Guimaraes' recitation of Longfellow's immortal poem and the "Beggars' Lament" were appreciated. Altogether, a very enjoyable evening was spent, and a varied and excellent programme was presented to the audience, many of whom seemed to regret the termination of the concert.

At the conclusion of the concert, Mr. Emms proposed the health of the President, the Rev. Fr. G. M. Spada, who briefly but heartily responded. We wish the newly-formed Club every success.

A COOLIE, who was banished from the Colony for five years the other day, was found loitering about the streets of Yau-ma-tei early this morning. The man was arrested as a suspicious character. At the Yau-ma-tei Police Station he admitted having returned from banishment, and at the Police Court he was given six months' hard labour.

THE JAPANESE BOYCOTT.

JAPANESE REPRESENTMENT.

Policeman Bell, of No. 2 Police Station, arrested a Japanese in Queen's Road East last night on a charge of disorderly behaviour. The Japanese who gave his name as John Sato, a photographer, appeared in the Police Court, to-day, to answer the charge. From the evidence that was adduced at the trial it would seem that Sato engaged a ricksha to return home. When he arrived at his destination he refused to pay the coolie on the ground that his compatriots were boycotting Japanese goods. The coolie insisted on having what was due to him, whereupon the Japanese was alleged to have seized him by the queue, flung him to the ground, and pummelled him. Policeman Bell at this stage intervened and placed the Sato in custody. Seizing his opportunity the ricksha coolie got to his feet and disappeared. The Japanese was convicted and fined \$5.

JAPANESE CONSUL'S REPRESENTATIONS.

[From Our Own Correspondent.]

Canton, 8th May. On the representation of the Japanese Consul at Canton, the Viceroy has instructed the Canton Chamber of Commerce to exhort the Chinese stationers not to manufacture any more envelopes on which are printed the characters "Memorial of National Disgrace." The district magistrates of Nanchow and Panyu have also been instructed to put a stop to the sale of such envelopes which are objected to.

CHINESE GOVERNMENT'S UNEASINESS. In consequence of the energetic efforts of the Chinese in carrying on the boycott against Japanese in South China, the Chinese Government views the situation with much uneasiness, writes the Peking correspondent of the N. C. D. News on 26th ult. It is said that the Japanese exporters are becoming seriously concerned also. The Waiwupu suggests that Prince T'ai Chien, son of Prince Ching and lately President of the Ministry of Agriculture, Industry and Commerce, and Governor. Taog Shao-yi, should be sent to Canton to persuade the boycotters to desist. Japan has voluntarily offered to accept the friendly advice of Sir John Jordan to exercise greater vigilance where the question of arms running by Japanese subjects is concerned, and, therefore, hope of a settlement is entertained. Baron Hayashi, Japanese Minister to China, will have a farewell audience with the Empress-Dowager on May 1, and will return to Japan shortly afterwards. It is reported that Mr. Ijima, formerly Japanese Consul-General at Tientsin, will succeed Baron Hayashi and that the return of the Japanese representative to Tokyo in consequence of the boycott, The Waiwupu was compelled to settle the *Totsu Maru* case mainly by the strong attitude of Mr. Hayashi, who caused the Chinese authorities in Peking to fear that Japan intended to use the incident as a peg upon which to hang its resentment for the attitude of Chinese towards the proposed extension of the Imperial Railways of North China, and other unsettled Sino-Japanese negotiations relating to Japan's interests in Southern Manchuria.

JAPANESE PRESS COMMENTS. The comments of the Japanese Press on the boycott movement in China form interesting reading, but it is rather surprising to find the *Mainichi Shimbun* advocating the idea that representations should be made to the British Government because certain Britishers may see fit to support the Chinese in their contention, remarks the *Japan Chronicle*. Surely the Tokyo journal does not think that diplomatic intervention will interfere with merchants of any nationality taking advantage of circumstances to increase their business. Besides, did not Count Okuma, in the course of his famous speech before the Kobe Chamber of Commerce in November last, say that Indians were fomenting an agitation for the boycott of European goods and if the Japanese failed to avail themselves of the opportunity and go to India at the present moment they were disappointing the Indian people? If they refused to take what was sent by heaven they would be punished accordingly. In face of such advice from a leading statesman—advice which was applauded by a large section of the Japanese Press—it is strange to find this outcry against Westerners who see in this movement of the Chinese an opportunity of replacing boycotted Japanese goods with articles manufactured elsewhere. How are we to know, but that the Occidental merchants in China do not regard the boycott movement as sent by heaven and may it not be that they are accepting the heaven-sent boon for fear of punishment if they do otherwise? The boycott movement is greatly to be deplored in many ways, we believe that in the end it will do as much injury to China as to Japan, and merchants of other countries who may foment it are pursuing very short-sighted policy; but such arguments as we have referred to, and the attempts to place the blame on a third party, are hardly worthy of the standing of the journals putting them forth.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—

On the 6th at 11.55 a.m.—The barometer has fallen over Japan and S. China, and risen on the N.E. coast of China.

A depression is crossing the N. part of the Sea of Japan in an E. northerly direction, and a second area of low pressure is moving Eastwards off the E. coast of China.

Moderate S.W. and variable winds may be expected in the Formosa Channel, and light variable winds over the N. part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 5 p.m. 10-day, 0.00 inches.

FORECAST.

1.—Hongkong and Neighbourhood, S.W. or variable winds, light or moderate fair.

2.—Formosa Channel, same as No. 1.

3.—South coast of China between Hongkong and Lamochu, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

To-day's Advertisements.

PEAK TRAMWAYS CO. LTD.

NOTICE is hereby given that the ORDINARY ANNUAL GENERAL MEETING OF SHAREHOLDERS of the above Company will be held at the Registered Office of the Company, Alexandra Buildings, Des Voeux Road Central, on SATURDAY, the 16th day of May, 1908, at 11 A.M., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 30th April, 1908.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th to 20th inst., both days inclusive.

JOHN D. HUMPHREYS & SON, General Managers. [493]

PUBLIC AUCTION.

THE Undersigned have received instructions from Messrs. Butterfield & Swire, to sell by

PUBLIC AUCTION,

on

THURSDAY,

the 14th May, 1908, at 11 A.M., at Messrs. Butterfield & Swire's Godown, West Point, A QUANTITY OF

IRON WHEELS, WIRE and MANILA ROPES, BLOCKS, CHAINS, &c. TERMS—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 9th May, 1908. [494]

CANTON DAY BY DAY.

RAILWAY CO'S SECOND CALL.

[From Our Own Correspondent.]

Canton, 8th May. With reference to the proposal of the Canton-Hankow Railway Company that the Canton Nine Charitable Institutions should be saddled with the responsibility of collecting the second call of subscriptions at \$500 a share for the Company, the committee of the Oi Yut Charitable Institution has, so far, maintained their objection against the Company's wishes.

The Company has since received a telegram from the Ministry of Communications and Posts at Peking to the effect that the Nine Charitable Institutions of Canton should be made to collect the second call for the Company.

RAILWAY ACCIDENT.

On the 6th instant, a train bound for Fatsan from Shek Wai Tong knocked down a man and ran over his left leg when approaching the Three-Eye Bridge. The wounded man was removed to hospital, and is not expected to live.

ADMIRAL LI CHUN.

It is learnt that Admiral Li Chun will shortly make a tour of inspection again to the North River.

A RENEVOLENT MEASURE.

As the price of rice has recently gone up considerably and partial famine is threatened, the Viceroy has given authority to the Shan Hou Chu to appropriate a certain sum of money from the Government Treasury to be sent to the different districts for the purpose of distributing cheap rice to the poorer class of the people.

COMMERCIAL.

WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. Kadoorie & Co. write on 8th inst.:—

A slightly better feeling prevailed in our market during the week under review, and a fair general business has been transacted.

Banks.—Hongkong and Shanghai Banks have improved to \$95, after sales at \$60 1/2.

In London, the rate has risen to £74. Nationals remain unchanged at \$51.

Marine Insurances.—Cautions are on offer at \$235. Unions have sellers at \$77 1/2. Yangtzes can be sold at \$147 1/2.

Fire Insurances.—There are buyers of China Fires at \$93, but none are obtainable at the rate. Sales have been effected of Hongkong Fires at \$31 1/2, and more can be placed at the improved rate of \$31 1/2.

Shipping.—China and Manilla and Douglas are quiet and without business to report. Hongkong, Canton and Macao Steamboats have been fixed at \$29, closing with sellers at the rate. Star Ferries, old and new, can be sold at quotations.

Refineries.—China Sugars have ruled steady at \$35. Luxons and Perak Sugars continue quiet at quotations.

Mining.—Chinese Engineerings are slightly firmer and can be sold in the North at \$15.55, ex the interim dividend of 1/6 per share, paid on the 1st inst. Small sales of Raubs have been put through at \$81.

Docks, Wharves and Godowns.—Whampoa Docks have strengthened to \$104. Shanghai Docks are stronger, and buyers prevail in the North at \$1.83 while Hongkong Wharves have declined to \$1.20 with buyers.

Land, Hotels and Buildings.—Hongkong Lands have again been sold at \$90. Humphreys Estates are in further demand at \$10, and Kowloon Lands at \$6. West Points are in request at \$18. In the North, Shanghai Lands have receded to \$1.15, closing with sellers at the rate.

Cotton Mills.—Yew continues in demand at \$11.58. Hongkong Cottons are in favour at \$16, but sellers are not forthcoming. Other stocks under this heading are unchanged and without business to report.

Miscellaneous.—A fair business has been done in China Providents, during the early part of the week, at \$9. Numerous buyers prevail at this rate. Green Island Cements have been sold at \$107. China Horns have been dealt in at \$107. Hongkong Electrics have advanced to \$115, ex the dividend and bonus of \$1.20 per share paid on the 2nd inst. Peak Tramways, fully paid are wanted at the improved rate of \$14, while the new shares (\$1 paid up) have found buyers at \$8. There are buyers of William Powell at \$5. Langkats are a shade easier, and have Northern sellers at \$1.28, while Sumatras are acquired for at the improved rate of \$1.10.

Exchange.—The Banks selling rate on London is 1/4 1/2 on demand. The T.T. rate on Shanghai is 7 1/4.

Intimations.

THE ROBINSON PIANO Co., LIMITED.

A number of Pianos returned for sale at Reduced Prices



TALKING MACHINES

ON

EASY PAYMENT SYSTEM.

Large Selection of RECORDS.

FURTHER SUPPLY OF THE

"MERRY WIDOW"

Waltz for Piano Solo.

NOW ON HAND.

Hongkong, 7th May, 1908. [135]

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 15 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 15 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 4.00 p.m. Every 15 minutes.
4.00 p.m. to 5.00 p.m. Every 15 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.

SATURDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.00 p.m. Every 15 minutes.
12.00 p.m. to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 2.00 p.m. Every 15 minutes.
2.00 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 4.00 p.m. Every 15 minutes.
4.00 p.m. to 5.00 p.m. Every 15 minutes.

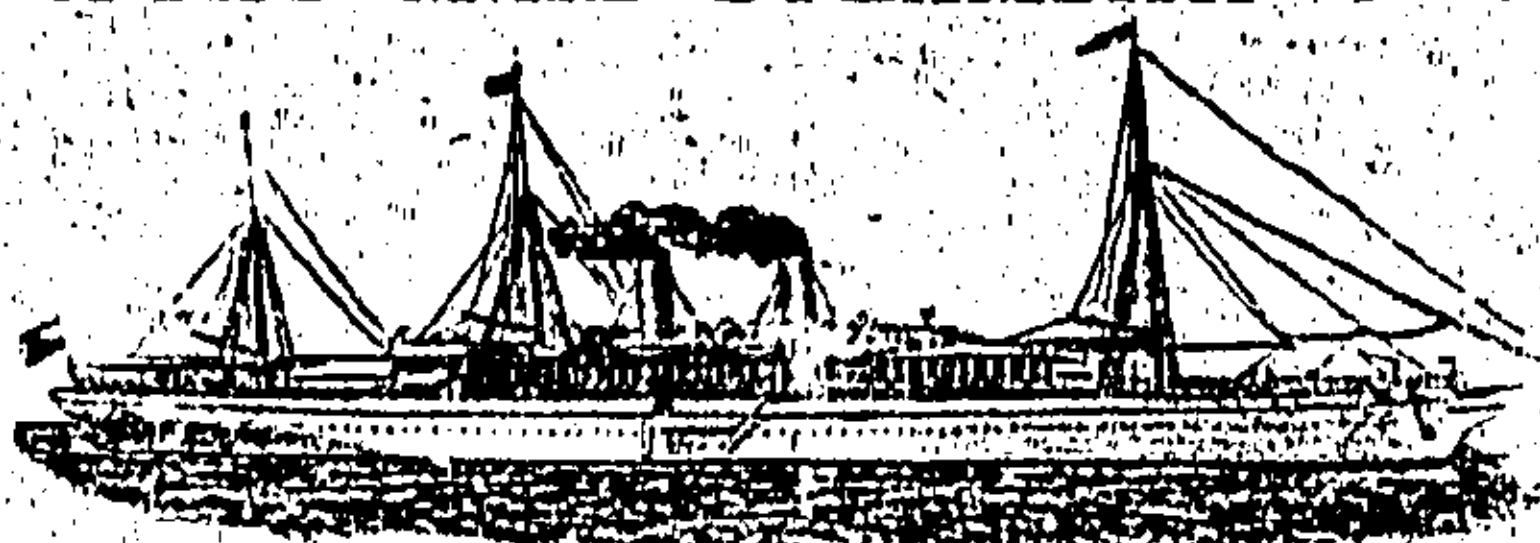
NIGHT CARS on Week Days.

Extra cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON, General Managers. [137]

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific in the "Empress Line." Saving 5 to 10 Days Ocean Travel.

11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration).
R.M.S. Tons. LEAVE HONGKONG. ARRIVE VANCOUVER	
"EMPEROR OF CHINA" 3,700. WEDNESDAY, May 20th. June 18th	
"EMPEROR OF INDIA" 3,700. THURSDAY, June 4th. June 22nd	
"EMPEROR OF JAPAN" 3,700. THURSDAY, June 18th. July 4th	
"EMPEROR OF KOREA" 3,700. THURSDAY, June 25th. July 11th	
"EMPEROR OF MANCHURIA" 3,700. THURSDAY, July 2nd. July 18th	
"EMPEROR OF MONGOLIA" 3,700. THURSDAY, July 9th. July 25th	
"EMPEROR OF NIPPON" 3,700. THURSDAY, July 16th. Aug. 1st	

S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers. "EMPEROR" steamships depart from Hongkong at 4 P.M., S.S. "EMPEROR", "LENNOX" and "GLENFARG" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Pacific "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 23 days, from YOKOHAMA, and 25 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence River Lines or New York £71.10. Hongkong to London, Intermediate or 2nd Class, via St. Lawrence River Lines or New York £42.

First-class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "EMPEROR" carries "Intermediate" Passengers only, at intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to

Hongkong, 5th May, 1908. D. W. ORADDOCK, General Traffic Agent for China, Canton, Peking, Tientsin and Praya.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION)

For	Ship	On
TIENSIN	"CHIT SHING"	MONDAY, 11th May, Noon.
SHANGHAI VIA SWATOW	"HAI SHANG"	MONDAY, 11th May, Noon.
SANDAKAN	"TUE SHING"	TUESDAY, 12th May, Daylight.
SINGAPORE, PENANG & CALUTTA	"KUN SHANG"	TUESDAY, 12th May, 3 P.M.
MANILA	"YUE SHANG"	FRIDAY, 15th May, 4 P.M.
MANILA	"LOO SHANG"	FRIDAY, 22nd May, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"HOK SHANG"	WEDNESDAY, 27th May, Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers *Kutsang*, *Namung* and *Fu Kung* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yokohama, Port, Chafon, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Koda, Lahad, Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.,

General Managers.

Telephone No. 61.

Hongkong, 9th May, 1908.

CHINA NAVIGATION CO., LIMITED.

For	Ship	To Sail
AMOY & SHANGHAI	"KASHING"	10th May, 9 A.M.
NINGPO & SHANGHAI	"FOOCHOW"	11th May, 4 P.M.
MANILA, ZAMBOANGA & AUSTRALIA	"CHINGTU"	11th May, 9 A.M.
HOIHOW & HAIPHONG	"SINGAN"	12th May, 9 A.M.
MANILA	"TAMING"	12th May, 4 P.M.
TSINGTAU, CHEFOO & NEWCHWANG	"KWELIYANG"	14th May, 9 A.M.
CHEFOO & TIENSIN	"KUEIHOW"	19th May, 9 A.M.
YOKOHAMA & KOBE	"TSINAN"	23rd May, 9 A.M.

MANILA and TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Reduced Saloon Fares, Single and Return, to Manila and Australia.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 8th May, 1908.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon midships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried. —All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 16th May, at Noon.
RUBI	2540	Almond	"	SATURDAY, 23rd May, at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,

General Managers.

Hongkong, 9th May, 1908.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK.

(With Liberty to Call at the Malabar Coast).

Steamship "LOWTHER CASTLE" On or about the 31st May, 1908.

For Freight and further information, apply to

SHEWAN TOMES & CO.,

General Agents.

Hongkong, 8th April, 1908.

Shipping—Steamers.

NAVIGAZIONE GENERALE ITALIANA.
(Florida and Rubattino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, ALESSANDRIA, NAPLES, LEOHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"CAPRI."

Captain Pedone, will be despatched as above on MONDAY, the 11th instant, at Noon.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co.,

Agents.

Hongkong, 7th May, 1908.

FOR SAN FRANCISCO.

THE Steamship

"GLAN MACMILLAN" will be despatched for the above Ports on TUESDAY, 12th May, 1908.

For Freight, apply to

SHEWAN, TOMES & Co., Agents.

Hongkong, 8th May, 1908.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL. (With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK: S.S. "SATSUMA" 11th May, 1908.

For Freight and further information, apply to

DODWELL & Co., LIMITED, Agents.

Hongkong, 29th April, 1908.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TAOOMA, VIA

MOJI, KOBE AND YOKOHAMA.

Steamer	Tons.	Captain.	Sailing.
Kumeric	6,232	Cowley	16th May, 1908.
Shawmut	9,666	E. V. Roberts	16th June.
Tremont	9,666	W. T. Garlick	1st July.
Suvaric	6,232	Shotton	14th July.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensure steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & Co., LIMITED, General Agents.

Queen's Buildings, Hongkong, 4th May, 1908.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, etc.)

THE Steamship

"EASTERN," Captain McArthur, will be despatched as above on THURSDAY, the 28th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 4th May, 1908.

STEAM TO CANTON.

THE New Two Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER.

"KWONG SAI" Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey, \$1.25 each.

Meals, \$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUKON S.S. CO., LD., and SHIO S.S. CO., LD., No. 2, Queen's Road West.

Hongkong, 3rd July, 1908.

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.



STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship

"OCEANA," Captain W. Hayward, R.N.R., carrying His Majesty's Mails, will be despatched from this office for HONGKONG, on SATURDAY, the 10th May, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *India*, 8,000 tons, from Colombo.

Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Perla*, due in London on 28th June, 1908.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to F. J. ABBOTT, Acting Superintendent.

Hongkong, 2nd May, 1908.

COMPAGNIE DES MESSEAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"ERNEST SIMONS," Captain Girard, will be despatched for the above Ports on or about MONDAY, the 11th inst.

For Freight or Passage, apply to P. NALL, Acting Agent.

Hongkong, 8th May, 1908.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND POOCHOW.

THE Company's Steamship

"HAICHING," Captain Hodgins, will be despatched for the above Ports, on TUESDAY, the 12th inst., at 10 o'clock A.M.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers.

Hongkong, 8th May, 1908.

"SHIRE" LINE OF STEAMERS, LD.

FOR LONDON, HAMBURG AND ANTWERP.

THE Steamship

"DENBIGHSHIRE" will be despatched for the above Ports, on or about TUESDAY, the 19th inst.

For Freight or Passage, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 8th May, 1908.

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GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask ex Factory.

In Bags of 50 lbs. net \$3.85 per Bag ex Factory.

General Managers SHEWAN TOMES & Co.,

Hongkong, 28th April, 1908.

A WONDERFUL DISCOVERY.

This is the most important discovery of the century, and it is a discovery that will revolutionize the medical world. It is a discovery that will cure all diseases, and it is a discovery that will save millions of lives.

THERAPION.

This preparation is unquestionably one of the most powerful and reliable of the modern era. It is a preparation that will cure all diseases, and it is a preparation that will save millions of lives.

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HONGKONG AVERAGE MARKET PRICES.

Corrected 9th May, 1908, 100 cts. per \$ Max.

BUTCHER MEAT.

Beef—Prime cut—Mei Lung Pa 20

Corned—Ham Ngau Yuk 19

Roast—Shiu 20

Breast—Ngau Lam 15

Soup—Tong Yuk 15

Steak—Ngau Yuk Pa 15

Sirloin—Ngau Lau 28

Sausages—Ngau Yuk Chang 26

Bullock's Brains—Know 10

Tongue fresh—Ngau Li 50

Corned—Ham Ngau Li 55

Head—Ngau Tau 80

Heart—Ngau Sum 14

Hump, Salt—Ngau Kin 18

Feet—Ngau Keok 18

Kidneys—Ngau Yiu 10

Tail—Ngau Mei 17

Liver—Ngau Con 12

Tripe (undressed)—Ngau To 7

Calves' Head and Feet—Ngau-chai 10

Mutton Chop—Yeung Pai Kwat 22

Leg—Yeung Pei 22

Shoulder—Yeung Shau 22

Pigs' Chittlings—Chi cheong 23

Brains—Chi Know 22

Feet—Chi Keok 22

Fry—Chi Chak 15

Head—Chi Tau 15

Heart—Chi Sum 9

Kidneys—Chi Yiu 7

Liver—Chi Kon 74

Pork Chop—Chi Pai Kwat 18

Corned—Ham Chu Yuk 23

Leg—Chu Pei 23

Fat or Lard—Chu Yau 18

Sheep's Head and Feet—Yeung Tau 50

Keok—Yeung Sum 6

Kidneys—Yeung Yiu 10

Liver—Yeung Con 22

Sucking Pigs; To Order—Chu Chai 22

Suet Beef—Sang Ngau Yau 20

The Hongkong Telegraph

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(ESTABLISHED 1841)

SATURDAY, MAY 9, 1908.

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DEATH.

Filomena M. Freire Hyndman, sed esposa e filha, Florida Freire (austente), Francisco V. Freire (austente), Belmarina M. Freire e Demone, seu esposo e filha (austente), Maria T. Freire, com profunda mágoa participam a todos os seus parentes e pessoas de suas relações o falecimento de sua mãe extensa MARIA FREIRE, que teve lugar no dia 5 de corrente às 5 p.m. em sua casa Rua de São João No. 8, Macau—e rogo se lembrem della nas suas orações.
Macau, 6 de maio de 1908.

The Hongkong Telegraph

MAIL SUPPLEMENT.

ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, MAY 9, 1908.

CHINESE EMIGRATION.

(2nd May.)

In the early days of the Colony the discovery of gold in California and later in Australia gave a decided impetus to the trade of Hongkong. It may be said that the California "gold fever" marked the first turning point in the Colony's prosperity, whence it has continued until it has attained to present-day conditions. One of the most important factors contributing to that prosperity has been found to be Chinese emigration from Hongkong with all its concomitant benefits to the shipping and trade of the port. Within comparatively recent years for the development of the enormous mineral resources of Malaya, especially in tin, the labour market of China, were trapped for the coolie labour required to turn the rich tin deposits into profit and also for the agricultural development of the Straits Settlements. The stream of emigration from Hongkong to the Southern Colony has since been continuous. The Registrar General's department, during last year, the examination of females and children under 10 was conducted by the Assistant Registrar General in re-examining doubtful cases. The number of women and children examined was 15,571; the examination is therefore conducted at the rate of about 100 emigrants the hour. This rate of speed may seem to be excessive and to give little opportunity for ascertaining the actual status of the emigrants, but as a matter of fact, Mr. Brewin explains that, in the case of eighty per cent, no examination is called for, only identification. There are very rarely any grounds for suspicion in the case of single women over 30, and of women and children going in families. On the suggestion of the Protector of Chinese at Singapore, when the examination of an emigrant raises suspicions but does not justify detention full details of her statement are given on the passenger list. In not a few instances the statements can be verified easily on the arrival of the emigrant at her destination, and detention in Hongkong to enable inquiries to be made in China is unnecessary. It will be satisfactory to learn that the authority of the Registrar General, of any above arising in connection with emigration to places other than the Straits Settlements, 49 or 51 per cent of the women and children examined before embarkation were detained for inquiries against 35 or 0.33 per cent in 1906. Ten cases were still under consideration at the close of the year. Of the remaining 39, 15 or 38 per cent were ultimately allowed to leave without any order being made, as against 19 per cent in 1906, 93 per cent of the emigrants examined were going to the Straits Settlements. Another satisfactory feature of the report is that male emigration has been very carefully supervised during the year. A number of ships taking third class passengers and from the Straits Settlements have been inspected and the 1st November has been inspected and the measures agreed upon at a conference held in March with Mr. Barrow, the Secretary for Chinese Affairs in the Straits Settlements. A proposed change in the Emigration Law is foreshadowed by the Registrar General in 1905, but it was decided to take no steps until an opportunity had been given of discussing the whole question in personal conference. This opportunity occurred in March last year when Mr. Barrow passed through the Colony and an arrangement was come to, by which no emigrant would be permitted to enter into a labour contract unless he had appeared before the Registrar General before embarkation. The report states that it is too soon to say what effect the new arrangement will have on the volume of emigration, but everything so far has worked smoothly. The examining officer has detected a number of cases of misrepresentation and fraud and has rejected a number of young men, the physically unfit for work in the Straits Settlements. It is constant communication with the Protector of Chinese in Singapore and it is hoped that with a little more experience all but a few cases of fraud will be eliminated. A number of Chinese gentlemen who have served as members of the Board of Direction of the P. L. S. K. have undertaken to inspect the emigrants when they present themselves for examination, and they commenced their duties at the beginning of 1908. There is no doubt that their assistance will be of the greatest value.

NAVAL WARS OF THE FUTURE.

(4th May.)

A decidedly interesting discussion on the subject of "Coming Naval Wars—America and Japan, Britain and Germany," is dealt with by Mr. A. M. Laubeuf, former Chief Constructor of the French Navy, in a pamphlet which has just been published. According to this authority, who is nothing if not an optimist, the question of supremacy in the Pacific will soon be settled by heavy guns. He foresees a time when the Japanese Dreadnoughts now completing are ready for sea. It will be a purely naval war, and Japan could stand the financial strain. The "battle of the Pacific" between Britain and Germany must equally, in Mr. Laubeuf's opinion, end in a naval war. He observes that the "Power" which is the first to build battlehips of 25,000 tons, of high speed, and huge armament, will at once relegate to obscurity even the existing Dreadnoughts. But Germany is not pursuing that line of action. Her new ships are not more than imitations of British vessels. What, then, will be Germany's plan for wresting the mastery of the sea from Britain? Mr. Laubeuf finds the answer to the question in the German craze for submarine vessels, of which Germany may have as many as sixty ready for action in 1915. Before war broke out Germany's submarines would sail for the British harbours, and wreak havoc among the gathering war ships. Sufficient damage would be done to equalise the battle fleets of the two countries. A landing of German troops might follow, and then, in Lord Salisbury's phrase, "English history will be ended." So much for the German side. But what will Britain do? Mr. Laubeuf thinks that war is more likely to be begun by Britain. Seventeen great ships, he points out, must be built in the next four years if the British naval force is to be as inconceivably superior to the German at the end of 1915 as it is at the present time. Will Britain continue to spend two millions to Germany's one, or will she, with a sudden crushing blow, break the power of the German fleet before it reaches its full development. "These are the alternatives that make their choice within the next few years," Mr. Laubeuf is convinced that Britain will suddenly attack the German fleet, will break it as she has broken the seapower of Spain, Holland, and France, and, that done, will turn and crush the victor in the war between America and Japan. "Thus Britain's mastery of the seas would be assured for another fifty years. But may not the maritime nations, tired of the British yoke, combine to cast it off for ever?"

SIR ROBERT HART.

(5th May.)

Whether or not Sir Robert Hart, who arrived in Hongkong last night, will return to China, the scene of his great work as Inspector General of the Imperial Maritime Customs must, in the absence of any definite statement one way or the other, remain a matter for doubt; but there can be no question that after the prolonged period of his service in the Far East he is trebly entitled to the long-delayed holiday on which he has just embarked. In the Far East the name of Sir Robert Hart as the administrator of the Chinese customs and the organizer of her financial capacity, has for many a long year been a name to conjure with, and much of the respect which is awarded to China today may be traced directly to the disinterested efforts of this great Irishman, who has toiled and laboured through good and bad, often in face of the most strenuous opposition on the part of the very people he was seeking to benefit, to secure the financial stability of our great neighbour. His task has been difficult in the extreme, but blessed with that disposition which seems to delight in surmounting obstacles and is the birthright of the Irish race, he has triumphantly succeeded in attaining his object of providing China with a service which is limitless in its resources and a constant security against the losses of the Empire. His fifty-four years since Sir Robert Hart came to the Far East and in that time he has created for himself a unique niche in the history of the Orient. No foreigners, not even Chinese, Gordon, has ever quite reached the pinnacle of fame which has been won by the silent work of the Inspector-General, whose honours are so innumerable that very possibly he himself could not recount them all. Not only has he laboured earnestly for the prosperity of the Empire which he has served so long and ably, but he has helped to mould the opinion in which foreigners are now held by the Chinese. He has proved in his own person that there are foreigners who can be true to the trust reposed in them, although that trust may not always prove to the interest of the countries from which they come. He has established a Customs service and, more recently, a system of postal inter-communication, which have all the elements of soundness and perpetuity. Where another man would have been weak and erred in his masters, or, it may be, repudiated their suggestions when these were inclined to prejudice his own country, he has sought the middle way and, by tact, ability, and the obvious absence of self, has retained and enhanced the confidence of the high officials of the Imperial Government. What has been the real secret of Sir Robert Hart's success? Is a question which has been asked over and over again. Possibly one of the best answers is that suggested by our contemporary, the *Shanghai Times*. "It is probable that the chief source of his past success has been his ready recognition of the limitations of his position. His predecessor, Mr. Horatio N. Lay, dismally failed and lost the opportunity which fell to Sir Robert because his arrogance led him to assume the place of master, where he was only the agent. He held that he was engaged to perform certain work for China but not under China, and added that the notion of a gentleman acting under an Asiatic is preposterous. On the one hand he placed the British Minister for inadequate assistance and on the other hand he made constant demands upon the Taungti Yamen. He marked contrast with Lay the tactfulness of Sir Robert has been the chief factor in his success. He has not found it necessary to ask the support of the British Government, nor has he tried to browbeat the Chinese officials whom he had to deal with."

that is the point which must seriously concern the Registrar-General's Department, in Hongkong. For example, when we read in the Registrar-General's report for 1907 that 75,571 women and children emigrants were examined at the rate of 100 an hour, we are hardly assured that the business is not being done through with phenomenal haste. It is true, Mr. Brewin admits, "this rate of speed may seem excessive," but are we likely to be convinced with the explanation that "as a matter of fact in the case of eighty per cent no examination is called for, only identification?" How is it possible to identify, far less examine, emigrants at the rate of nearly two every minute? Of course, there may be methods of accomplishing this object which we have never heard of; but we are dubious to say the least. The Registrar-General states that "there is at present small probability of any abuse arising in connection with emigration to places other than the Straits Settlements," with which we fully agree, but when it is remembered that 94 per cent of the women and children who leave Hongkong are bound for the Straits, it must certainly appear as if the examination and identification of the emigrants were of the most perfunctory and casual character. Little wonder if the newspapers in Singapore should feel inclined to cast reflections on the procedure of Hongkong, a procedure which means the dumping of nearly 15,000 females and children in the Southern port annually. With regard to the emigration of males, we learn that a satisfactory system of supervision has been evolved as the result of the adoption of measures agreed upon at a conference held in March, 1907, between the Registrar-General of Hongkong and the Secretary for Chinese Affairs in the Straits Settlements. An arrangement, we are told was come to, "by which no emigrant contract unless he had appeared before the Registrar-General before embarkation." But we are not told at what rate the male emigrants were examined. Would it be too much to suggest that if the females were examined and identified at the rate of 100 an hour, the males, who are better able to look after their own interests, were examined at the rate of 200 an hour? Certainly there are no actual grounds for believing that such is the case, but is the assumption entirely unwarranted? Referring to the amending Emigration Ordinance of 1907, it is reported that "as the precautions which the bill will place under the sanction of the law have shown their usefulness and effectiveness in a trial of three months, it is not premature to say that the Government will now find itself at last in a position to discover and check any serious abuses that may arise. In future, 'assisted emigrants,' i.e., those who get their passages to the Straits Settlements paid with the intention of working under contract on their arrival there, will be separated from the bulk of the emigrants, who require no special protection, and the examination of them will be transferred from the Harbour Department to the Registrar-General's Department. The men are examined on their arrival in the Colony, photographed and again examined before embarkation and every opportunity is given them of learning where they are going and of changing their mind if they so wish and going home." Well, we can only trust that the new system will prove effective in eliminating the abuses which have undoubtedly existed in the past, and earned for Hongkong an undesirable name in connection with the examination of emigrants.

THE EMIGRATION OF CHINESE FROM HONGKONG.

On several occasions we have considered it necessary to refer to the conditions under which Chinese labourers are shipped from Hongkong to the Straits Settlements and Java, particularly as the Press in Singapore has not been backward in suggesting that many of the emigrants were utterly at sea regarding their final destination. Not that we would impute any laxity on the part of the Registrar-General or his staff in the matter of endeavouring to make the emigrants realise the terms under which they are embarked, but because we believe there is substantial ground for the assumption of our Southern contemporaries that a considerable proportion of the coolies have but the faintest idea of where they are going. The unscrupulous agents who are sent broadcast throughout the Southern provinces of China beguile the ignorant peasantry with fairy tales regarding the prospect of the wealth which awaits them, and if the "farmer" should prove refractory he is coached how to should prove refractory he is coached how to reply to the interrogatories of the Registrar-General. The new scenes and the excitement engendered by the unwanted bustle of Hongkong are so calculated to operate on the minds of the unsophisticated villagers that they readily fall victims to the wiles of the emigration agents, and it is only when they land in Singapore or Java that they discover they have been sold into a state of virtual slavery. It is perfectly true that many of the so-called "farmers" are as wise as their instructors and make capital out of the agents by pretending to agree to the terms of their alleged benefactors and accepting the usual monetary advance which is given to induce confidence in the bona-fides of their captors, ultimately disappearing before the emigrant vessel leaves, or even taking chances at swimming ashore when the ship has left her anchorage. Cases have not been unknown where these astute individuals have actually "plunged" overboard, although they had not the most rudimentary knowledge of the nautical art, and it is quite possible that many have been drowned in their attempt to outwit the agents. But the general idea of the emigrants are not of that calibre; they are mostly greenhorns and have been from remote country districts to whom the glamour of foreign life appeals with irresistible force. And it is they who have to be protected and whose interests have to be safeguarded by the Registrar-General's Department. It does not matter so much for those who are desirous of emigrating to South America and Mexico, because the shipping companies engaged in that trade make it their business to see that the emigrants have a distinct knowledge of the conditions prevailing in the land of their proposed exile, and subject the passengers to a rigorous medical examination, in order that they may not be returned by the immigration authorities at the other end. But the coolies who are engaged for the mines of the Federated Malay States and the Straits Settlements, if left to their own devices, would drift into the hands of unscrupulous agents.

that is the point which must seriously concern the Registrar-General's Department, in Hongkong. For example, when we read in the Registrar-General's report for 1907 that 75,571 women and children emigrants were examined at the rate of 100 an hour, we are hardly assured that the business is not being done through with phenomenal haste. It is true, Mr. Brewin admits, "this rate of speed may seem excessive," but are we likely to be convinced with the explanation that "as a matter of fact in the case of eighty per cent no examination is called for, only identification?" How is it possible to identify, far less examine, emigrants at the rate of nearly two every minute? Of course, there may be methods of accomplishing this object which we have never heard of; but we are dubious to say the least. The Registrar-General states that "there is at present small probability of any abuse arising in connection with emigration to places other than the Straits Settlements," with which we fully agree, but when it is remembered that 94 per cent of the women and children who leave Hongkong are bound for the Straits, it must certainly appear as if the examination and identification of the emigrants were of the most perfunctory and casual character. Little wonder if the newspapers in Singapore should feel inclined to cast reflections on the procedure of Hongkong, a procedure which means the dumping of nearly 15,000 females and children in the Southern port annually. With regard to the emigration of males, we learn that a satisfactory system of supervision has been evolved as the result of the adoption of measures agreed upon at a conference held in March, 1907, between the Registrar-General of Hongkong and the Secretary for Chinese Affairs in the Straits Settlements. An arrangement, we are told was come to, "by which no emigrant contract unless he had appeared before the Registrar-General before embarkation." But we are not told at what rate the male emigrants were examined. Would it be too much to suggest that if the females were examined and identified at the rate of 100 an hour, the males, who are better able to look after their own interests, were examined at the rate of 200 an hour? Certainly there are no actual grounds for believing that such is the case, but is the assumption entirely unwarranted? Referring to the amending Emigration Ordinance of 1907, it is reported that "as the precautions which the bill will place under the sanction of the law have shown their usefulness and effectiveness in a trial of three months, it is not premature to say that the Government will now find itself at last in a position to discover and check any serious abuses that may arise. In future, 'assisted emigrants,' i.e., those who get their passages to the Straits Settlements paid with the intention of working under contract on their arrival there, will be separated from the bulk of the emigrants, who require no special protection, and the examination of them will be transferred from the Harbour Department to the Registrar-General's Department. The men are examined on their arrival in the Colony, photographed and again examined before embarkation and every opportunity is given them of learning where they are going and of changing their mind if they so wish and going home." Well, we can only trust that the new system will prove effective in eliminating the abuses which have undoubtedly existed in the past, and earned for Hongkong an undesirable name in connection with the examination of emigrants.

THE AMERICAN "ARMADA."

In view of the advent of the American Pacific Fleet to Hongkong, it is interesting to learn from a contemporary that, whatever may be the merits or demerits of the sixteen, ironclad composing the United States fleet now on the Pacific, and there is very considerable difference of opinion among American experts as to the vulnerability of these specimens of modern naval architecture—there must be general agreement both at home and abroad on one point. That, as a naval parade and demonstration of the cruise of the "armada," has been well conceived. It is almost difficult to recall the memory of the immortal *Bannan* motto, "I go with it and to lament that he is not still in the land of the living to give proper expression to the admiration of what on the part of our neighbours is, central to the latest "greatest show on earth." Poor John Bull, although he can at a few hours' notice assemble a fleet three times as powerful as this "armada," is "not it," in American phraseology with this demonstration of the actuality of the "big stick" as the command of the occupant of the "White House." If the "armada" should be found to be as effective in a fight as it is in the show business, both Japan and Germany may find it opportune to be respectful to the American eagle, observes the *Vancouver News Advertiser*.

POSTAL ROUTES TO THE ORIENT.

(21st May.)

In reference to the announcement that a Japanese line of steamers will be put on between Peking and Yokohama, Shanghai, Hongkong and Manila, under a long-term agreement with American railroads, interested in the northern traffic by rail, the *San Francisco Chronicle* observes, in an editorial that the line, when established, will double the U. S. mails at what ever compensation the Government chooses to allow. The Japanese are a sturdy race, and if they cannot make a large profit, they will take a small one. But it is a thing, our contemporary remarks, that Congress permits the entire trans-Pacific carrying trade to thus drift into the hands of a single nation.

There is in most nations a certain national pride which, even at some loss, would insist upon the enjoyment of knowing that the national flag was to be seen in all parts of the world. And there is also in most nations that feeling of ordinary prudence which would insist on making sure that there was no unnecessary weak spot in the national defences. The United States of America in Congress assembled seems to be sadly deficient in both those noble emotions. So long as mails and merchandise can be carried at low rates Congress does not seem to care whether the country has any American ships on the high seas or not, or whether any foreign country ever hears of Americans except by letter or the visits of American globe-trotters. And as for defence, Congress seems to be content with providing a moderate number of battle-ships excellently manned, without any concern as to whether or not they would be able to go to sea in case of war. They could not do so now in any formidable array for lack of the humble colliers to carry their coal and the transports to carry supplies and troops if they were needed. American ships suited to auxiliary naval service do not exist on the Pacific and there are very few of them on the Atlantic. The battleship fleet could never have got past the West India station except for the kindly assistance of foreign nations. There is but one way to change all this, which is to provide business for American ships at such a rate of compensation as will permit American ships to run. This cannot be done by merchants, for American ships cannot compete in freight rates with foreign ships, and especially Japanese ships. Consequently it must be done, if done at all, by extra payment for postal service in ships of certain size and speed, made available to the Government in case of war. It is astonishing that the most recklessly extravagant people on earth, and the biggest braggarts, should not care whether there is an American merchant marine or not, and be so stingy even to pay a little extra postage in order to have a few ships available should they ever need them. The Japanese will provide it. They seem to like to have their ships on the sea.

U. S. FLEET AND CHINA.

(8th May.)

Memoranda published in Washington telegram of the last, which advise that it has been decided by a meeting of the Cabinet that it would not be wise to "kill time" for the battleship fleet to visit China. It is feared that the visit would be misinterpreted as an evidence of a disposition on the part of the United States to support China in her controversy with Japan. This conclusion has been reached by the Washington authorities, it is said, after considering some of the reports from Government agents in the Far East, who indicate that such a construction is being placed upon the proposed visit by many of the people of China who are interested by the boycott. That such a conclusion is based upon no grounds of actual fact, those in a position to correctly gauge the strength and promptings of the boycott movement will find no difficulty in arriving at the opinion. The agitation originated in Canton, together with part from extraneous international considerations, and it has been sustained and developed merely by the admirable unity which the wonderful organization of the different guilds has made it possible to secure throughout the length and breadth of the southern provinces. Notwithstanding this fact, the surmises entertained by those not so closely in touch with the *modus operandi* of the Self-Government Society in Canton may be misread motives of the Chinese may be misread construed when it comes to criticism of their actions which are of such importance when considered from the commercial and economic standpoint. The *Cathartian-American*, of Manila, considers that if the battleship fleet omits China from its visiting list, as now proposed, it will heighten the determination of Japan, or rather, so as not to offend Japan. It advances the opinion that "China and Japan are enemies; China distrusts Japan's intentions in Manchuria." After the war with Russia the integrity of Manchuria as a part of China was promised by Japan with the exceptions of Dairen and Port Arthur, which had been Russia's holding for years. Japan took over from Russia the spoils of war the continuation of the Siberian railway through Manchuria. Meanwhile Japan has built up in Manchuria a Japanese colony. China has watched this jealously for three years and when refused by Japan the right to construct a Chinese railway in Manchuria, China revolted. China failed to understand why in one of her own provinces she could not have at least the same privileges as Japan. On top of this came the affair of the *Tatsu Maru*. Japanese steamship owners were caught red-handed shipping rifles and cartridges into Korea with the connivance of the Japanese Government. These arms were for rebels against the Chinese Government. China seized the vessel and restored arms and apologized humbly. Then the merchants of Canton, near which the "guarage" took place, boycotted Japan. This boycott is hurting Japanese trade seriously. Japan is almost bankrupt. There have been scores of failures of business houses there. A prolonged boycott might ruin Japan. Therefore she has sent her warships along the China coast to show her might and to warn the Chinese that they were under with her. Japan's long-suffering and her name in the Japanese journals concludes that "China's interest in America for protection, not only a great Japan, but all the East."

nations of Europe. China invited our battle-ship fleet to visit there to impress the Japanese with the friendship between the United States and China. Japan has evidently succeeded in causing a change of plans. It can hardly injure America either way.

Telegrams.

HONGKONG TELEGRAPH SERVICE.

THE ANHUI RIOT.

MAGISTRATE MISSING.

[By courtesy of the "Sheung Po"]

Shanghai, 1st May.
The magistrate of Ying-shai city, where an anti-Christian riot took place, is missing.

A SHIPPING CONFERENCE.

RUSSIA'S PROPOSAL.

[By courtesy of the "Sheung Po"]

Peking, 1st May.
Russia proposes to hold an international Shipping Conference.
The Waiwupu has telegraphed to the Chinese Minister at St. Petersburg to send a delegate to attend the Conference on behalf of China.
All expenses of the Chinese representative will be borne by the Ministry of Posts and Communications.

JAPANESE MINISTER AT PEKING.

A FAREWELL AUDIENCE.

[By courtesy of the "Sheung Po"]

Peking, 1st May.
The Japanese Minister in Peking held farewell audiences of the Emperor and Empress Dowager on the 1st inst.

CHINA'S POSTAL RIGHTS.

ALLEGED RUSSIAN INTERFERENCE.

[By courtesy of the "Sheung Po"]

Peking, 1st May.
In consequence of Russia's interference with the Postal Rights of China in Mongolia, the Waiwupu and the Ministry of Posts and Communications have made strong representations to the Russian Minister in Peking.

SIR ROBERT HART.

HEARTY SEND-OFF FROM SHANGHAI.

[From Our Own Correspondent]

Shanghai, 2nd May, 11 a.m.
Sir Robert Hart embarked on board the German mail steamer *Yorck*, at noon yesterday, for Hongkong.
Sir Robert was accorded an enthusiastic send-off.

CHINA'S NAVY.

THE REORGANISATION SCHEME.

[By courtesy of the "Sheung Po"]

Peking, 3rd May.
The Government has telegraphed to the Chinese residing in Malaya and Australia on the subject of the proposed re-organisation of the Navy.

THE PRESS LAW.

ENFORCEMENT AT PEKING.

[By courtesy of the "Sheung Po"]

Peking, 3rd May.
On the 1st inst., the editors of the Chinese newspapers in Peking were notified that the Press laws would be brought into operation forthwith, and were advised to provide the guarantee money under the new regulations.

RETIREMENT.

EMPEROR DOWAGER'S INSTRUCTIONS.

[By courtesy of the "Sheung Po"]

Peking, 3rd May.
The other day the Empress Dowager issued instructions to the Superintendent of the Imperial Household to curtail all expenditure.

BONFIRE OF OPIUM UTENSILS.

PUBLIC CEREMONY IN SHANGHAI.

[From Our Own Correspondent]

Shanghai, 4th May, 8.55 p.m.
Yesterday afternoon, a vast number of opium utensils which had been

taken from a large opium-shop in the French Concession, were heaped together, in the Commercial Bazaar, in a bonfire and publicly consigned to the flames.

The incident aroused the utmost interest among the large gathering of natives who had assembled to witness the holocaust.

CHINA AND SIAM.

DRAFT COMMERCIAL TREATY.

[By courtesy of the "Sheung Po"]

Peking, 4th May.
H.E. Yuan Shih-kai has requested H.E. Tang Shao-yi to prepare a draft of a Commercial Treaty with Siam.

THE YANG-SHAN RIOTS.

MAGISTRATE ASSASSINATED.

[By courtesy of the "Sheung Po"]

Peking, 4th May.
It is reported that the Magistrate of Yang-shan, Anhui province, where the recent riots took place, has been assassinated by the rioters.

CHINESE NATIONAL BANK.

ENCOURAGING NOTES CIRCULATION.

[By courtesy of the "Sheung Po"]

Peking, 4th May.
It is proposed by the Board of Revenue that, in future, the salaries of officials and soldiers be paid in notes of the Chinese National Bank.

PARLIAMENT FOR CHINA.

PEOPLE TO BE EDUCATED.

[By courtesy of the "Sheung Po"]

Peking, 4th May.
The Imperial Government proposes to issue instructions to all the provinces to educate the people to an appreciation of Constitutional Government preparatory to the establishment of a Parliament.

THE JAPANESE BOYCOTT.

ADMIRAL LI CHUN BLAMED.

[By courtesy of the "Sheung Po"]

Peking, 5th May.
The Japanese Minister in Peking has made a representation to the Waiwupu in which he attaches blame to Admiral Li Chun for instigating the boycott of the Japanese for his own alleged private ends.

MINING CONCESSION IN HUNAN.

MUST NOT BE ALIENATED.

[By courtesy of the "Sheung Po"]

Peking, 5th May.
Upon learning that the gentry of Yunnan have sold some mines to certain French subjects, the Board of Commerce and Agriculture forthwith instructed the officials of that Province to investigate the matter with a view of preserving the mines to the Chinese.

AN APPOINTMENT.

[By courtesy of the "Sheung Po"]

Peking, 5th May.
An Imperial edict has been issued directing Taotai Wan Tsung-ku to serve under H.E. Chiu I-fang.

THE S.S. "TAISU MARU."

COST OF REPAIRS.

[By courtesy of the "Sheung Po"]

Shanghai, 6th May.
It is reported that the cost of the repairs to the s.s. *Taisu Maru* No. 2, at Nagasaki, will amount to about fifty thousand dollars.

CHINESE TELEGRAPH CO.

NATIONALIZING THE TELEGRAPH.

[By courtesy of the "Sheung Po"]

Peking, 6th May.
The Ministry of Posts and Communications has decided to call in the shares held by the people in the Chinese Telegraph Co. Shareholders are required, before the sixth moon, to surrender their share certificates, at the office of the Chinese National Bank, either at Peking, Tientsin, Shanghai, Hankow or Canton.

The surrender value of every \$100 share will be \$100.
Those shareholders who may not have surrendered their shares by the seventh moon will be compelled to part with them.

CHINESE NATIONAL BANK.

THE NOTE ISSUE GUARANTEED.

[By courtesy of the "Sheung Po"]

Shanghai, 6th May.
Yesterday, Taotai Choy Shui sent a communication to the foreign Consuls stating that the Board of Revenue will guarantee the note issue of the Chinese National Bank.

The despatch requested the Consular Body to notify the foreign merchants with a view to their accepting these notes.

ANTI-OPIUM CAMPAIGN.

DRASTIC REGULATIONS FOR THE ARMY.

[By courtesy of the "Sheung Po"]

Peking, 7th May.
H.E. Tsi Liang, president of the Ministry of War, has drawn up a set of anti-opium regulations for the Army.
One of these regulations provides that any soldier found guilty of opium smoking shall be punishable by death.

VICEROY CHANG'S TOUR.

KWEILIN NOT VISITED.

[By courtesy of the "Sheung Po"]

Peking, 7th May.
A telegraphic despatch has been received from H.E. Chang Jen-chun, of Canton, in which His Excellency states that, after a tour of inspection on the East, West, and North Rivers, he returned to Canton without visiting Kweilin, the capital of Kwangsi.

CONSTITUTIONAL GOVERNMENT.

DISCUSSION POSTPONED.

[By courtesy of the "Sheung Po"]

Peking, 7th May.
Yesterday a meeting of the Grand Council was held to discuss the question of a Parliament for China.
It was decided to postpone consideration of the question for three years on the ground that the people are not yet sufficiently educated to an appreciation of Constitutional Government.

THE EMPEROR'S ILLNESS.

UNABLE TO ATTEND CEREMONIALS.

[By courtesy of the "Sheung Po"]

Peking, 7th May.
The Emperor has not yet recovered from his recent illness.
His Majesty has instructed His Highness Prince Chun to act for him on the occasion of the sacrificial worship on the 10th inst.

INLAND NAVIGATION.

FRENCH REQUEST REFUSED.

[By courtesy of the "Sheung Po"]

Peking, 7th May.
The French Minister at Peking has preferred a request to the Waiwupu for permission to run steamers to a place called Chiam-chow, in Kwangsi.
The Waiwupu strenuously opposes the granting of the request.

VOLUNTEER HEADQUARTERS ROBBED.

CLEVER CAPTURE BY A POLICEMAN.

[By courtesy of the "Sheung Po"]

8th Inst.
While Policeman Glendinning was patrolling his beat late evening in Queen's Road East he discovered a Chinaman making suspicious movements, which aroused his suspicions. The policeman got into a doorway and watched the Chinaman's actions and found that he was playing a little game of his own. Eventually, after observing the motions of the Chinaman who, unfortunately for himself, came too near the doorway in which the policeman was concealed, was apprehended and taken before the Court this morning. Apparently he was a pair of silk pyjamas under his usual attire and also had in his possession other odds and ends which other people claimed. At the Magistrate's, to-day, he was charged with stealing \$15 worth of property belonging to Sergeant-Major Higby, and returning for punishment. A marine store dealer, who resides at Upper Lascar Row, was also arraigned on a charge of receiving stolen property from the first defendant. The cooie was sentenced to four months' hard labour, and the case against the store dealer was discharged.

FIRE IN MANILA.

THE GIRALDA BUILDING DESTROYED.

San Miguel district was visited by fire last evening, reports the Manila Times of last night. When the Giralda building, formerly used as nurses' quarters, No. 370 Calle General Solano, was almost totally destroyed by fire. The building was at one time the Giralda cigar factory, was later known as the Giralda Hotel, was then used by the St. Louis Exposition Board, and since that time and still recently used as quarters for nurses employed at the military hospital.

APPRAY AT YAU-MATI.

DEBTOR ATTEMPTS TO PAY HIS BILL WITH A KNIFE.

[By courtesy of the "Sheung Po"]

8th Inst.
An unusual way of paying a debt was discovered at Yau-mati yesterday. A shop cooie, by name Cheung Cheong of 191, Station Street, Mongkok, went up to 288, MacDonnell Road with the object of finding a man named Yu Lau. He found the man right enough and he also found that the man refused to pay. After remonstrating with the debtor, the cooie, who was apparently not accepted, if we say it took the nature of a threat we might not be going beyond the bounds of possibility. At all events the Chinaman who was the alleged debtor found for himself a new and speedy method of getting rid of the cooie. Grabbing up a knife, he is alleged to have made a lunge at the cooie, and, standing him in the thigh. The creditor reported the matter to the Yau-mati Police Station and Inspector McHardy had him removed to the hospital while his alleged assailant was taken in custody. He was charged at the Police Court this morning with assault and causing bodily harm. The case was remanded for 10 days when the complainant is expected to have the wound healed.

WATKINS LIMITED.

ANNUAL REPORT.

[By courtesy of the "Sheung Po"]

The report of the general managers to be presented at the ninth ordinary annual meeting of shareholders to be held at the company's office, at noon, on Saturday, the 30th May, 1908, is as follows:

Gentlemen.—We beg to submit to you our report and statement of the accounts of the company for the year ended the 31st December, 1907.

PROFIT AND LOSS ACCOUNT.
The result for the year shows a profit of \$1,282.32, to which must be added, profit on sale of \$22,222.22, making a total of \$23,504.54. This, your general managers find necessary to allocate to meet interest on mortgage and loans \$2,550.15; depreciation \$1,775.54; reserve for doubtful debts \$1,730.00; building depreciation reserve \$1,000.00; and loss on subsidiary coins and exchange \$2,905.55, leaving a balance of \$7,548.38 to carry forward to next account.

AUDITORS.
The accounts have been audited by Messrs. Lowe and Bingham.

CHAM A. FOOK,
G. A. WATKINS,
General Managers.

Hongkong, 11th March, 1908.

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDED 31st DECEMBER, 1907.

To Profit, after interest	\$1,400.00
Interest on loan and overdrafts	1,139.15
Depreciation	1,730.00
Shop fittings and furniture	1,710.46
Stock in trade	2,162.08
To Reserve for doubtful debts	1,730.00
Building depreciation reserve	1,000.00
Loss on subsidiary coins and exchange	1,390.55
Loss on sterling exchange	1,570.00
Balance carried to next account	2,065.58
	754.58
By Balance of working account	\$13,956.78
Rent Receivable	512.22
Bank interest and transfer fees	52.24
	\$13,956.78

BALANCE SHEET AT 31st DECEMBER, 1907.

Capital	\$100,000.00
100,000 shares of \$10 each, fully paid	\$100,000.00
Reserves	
Loans payable	\$2,000.00
Trade creditors	7,999.68
Acceptances	4,227.04
Open accounts	466.10
Unclaimed dividends	14,692.82
Building Depreciation Reserve Account	
As per balance sheet 31st December, 1906	\$13,002.00
Amount transferred from 1907 profits	2,030.00
	15,000.00
Reserve for Doubtful Debts	
As per balance sheet 31st December, 1906	\$3,252.76
Transferred from 1907 profits	1,726.96
	\$4,979.72

Add: Recoveries in 1907 less bad debts written off

Profit and loss account	5,000.00
	754.58
	\$5,754.58

Assets.

As per last balance sheet 31st December, 1906	
(see reserve for contra)	\$26,909.24
Additions and improvements during year	300.00
	\$27,209.24
Furniture and Fittings	
As per balance sheet at 31st Dec. 1906	17,403.09
Less depreciation at 15 per cent.	1,710.46
	15,692.63
Additions during the year	35.55
	15,728.18

Aerated Water Plant:

As per balance sheet 31st December, 1906	\$5,106.90
Stock on hand (sterling exchange 1/4 3/4)	\$66,357.51
Less depreciation written off 1907 profits, 5/37-92	
Less depreciation written off 1907 profits, 2,262.08	
	6,000.00
	60,357.51

Debtors:

Trade	\$26,966.37
Stundries	2,601.04
Unexpired fire insurance and licences	7,105.17
Russo-Chinese Bank	\$1,601.51
Hongkong & Shanghai Banking Corporation	451.00
In hand	79.58
	2,375.99
	\$35,447.40

APPRAY AT YAU-MATI.

DEBTOR ATTEMPTS TO PAY HIS BILL WITH A KNIFE.

[By courtesy of the "Sheung Po"]

8th Inst.
An unusual way of paying a debt was discovered at Yau-mati yesterday. A shop cooie, by name Cheung Cheong of 191, Station Street, Mongkok, went up to 288, MacDonnell Road with the object of finding a man named Yu Lau. He found the man right enough and he also found that the man refused to pay. After remonstrating with the debtor, the cooie, who was apparently not accepted, if we say it took the nature of a threat we might not be going beyond the bounds of possibility. At all events the Chinaman who was the alleged debtor found for himself a new and speedy method of getting rid of the cooie. Grabbing up a knife, he is alleged to have made a lunge at the cooie, and, standing him in the thigh. The creditor reported the matter to the Yau-mati Police Station and Inspector McHardy had him removed to the hospital while his alleged assailant was taken in custody. He was charged at the Police Court this morning with assault and causing bodily harm. The case was remanded for 10 days when the complainant is expected to have the wound healed.

CANTON DAY BY DAY.

THE VICEROY'S PROGRESS.

[From Our Own Correspondent]

Canton, 1st May.
A letter from Shih Hing states that H.E. the Viceroy arrived at Shih Hing on the 29th ultimo. His Excellency made a visit to the city and the different leading institutions there. The Viceroy left on the following day to proceed up the West River to Wuchow, where H.E. would stay one day. It is reported that, after visiting Wuchow, H.E. will continue his journey to the North River.

THE BOYCOTT.
Yesterday the merchants dealing in marine produce again held a meeting in their Guild Hall in connection with the Japanese boycott. To confirm the resolution passed a few days ago, the meeting, the merchants all attached their "chops" to the agreement as evidence of good faith. Several persons made speeches at the meeting and some of them were of the opinion to form a fishing company. After the discussion, ten regulations governing the boycott of Japanese marine delicacies were drawn up.

RICE SALES.
The daily proceeds realized in the sale of cheap rice at the four sheds from the 23rd to the 29th ultimo were as follows:

	East	West	Wongcha	Honam
23rd	\$1,100	\$1,100	\$876	\$1,160
24th	1,100	1,051	700	877
25th	1,100	1,112	872	683
26th	1,100	1,132	805	1,037
27th	1,100	1,135	834	1,028
28th	1,100	1,131	983	1,157

CANTON-KOWLOON RAILWAY.
The construction of the Canton-Kowloon Railway (Chinese section) in the district of Shek Lung is now steadily progressing, and yesterday Mr. Ho Wing Shing was instructed to make an inspection of the road with the view of pushing on the work.

PROPOSED SHIPPING CO.
At a meeting held yesterday in the Canton Shipping Company's office it was decided to open a branch office in Hongkong.

NEW MAGISTRATE.
The newly appointed Namhoi magistrate, Mr. Cheung Fung Kai, has assumed the duties of his office to-day from Mr. Chang Wing, who is transferred to Yuenchow.

THE VICEROY'S PROGRESS.
H.E. Viceroy Chang Jen Chun arrived at Wuchow on the 30th ultimo and left on the following day for the North River. H.E. is expected to return to Canton about the 3th inst.

POLICE EXAMINATION.
The Acting Provincial Judge Tsang and Taotai Wong yesterday were present in the Police Department to hold an examination of a number of trained officers who recently completed their course of instruction.

L' DING-HOUSES.
The owners of the lodging-houses in the city of Canton have been instructed to report every day to the Police Department the number and names of visitors that stay in their houses, for information.

THE VICEROY'S RETURN.
It is now ascertained that H.E. the Viceroy will return to Canton on the 6th inst., from his tour of inspection of the East and West rivers, as the annual criminal sessions will be held on the 7th inst., and H.E. will have to preside at the Court on that occasion.

WOMAN BEHEADED.
On the 2nd inst., a woman, surnamed Sung, was beheaded having murdered her husband. She had been imprisoned for some time pending instructions from the Ministry of Law at the capital, from which a despatch was received by the Canton authorities; and in it the woman was sentenced to undergo the capital punishment.

CLAN FIGHT.
The clan fight in the Kan Chun village as reported a few days ago is still continuing between the people of the Chan and Leung clans. It has been in progress for nearly a fortnight. It has become more serious during the last two days. Yesterday the Brigadier-General of Kwangchow and the Namhoi magistrate, together with a large number of soldiers proceeded to the scene to restore order.

VILLAGE ROBBERY.
On the night of the 1st inst. a gang of robbers attacked the Kwei Chow village, in the Namhoi district, and kidnapped three men in addition to a large quantity of booty. Since reform has been effected in the patrol of the waterways of the West River by the authorities more cases of robbery have been reported to have occurred in the riverine districts and less piracy in the West River and in the Canton Delta.

LIKIN COLLECTIONS.
The collection of Likin dues during the last ten days of the 3rd moon as reported by the Likin officials amounts to \$2,385,443.31.

PIRATES CAPTURED.
Six pirates were captured in the North River and were yesterday brought to Canton.

HARBOR ACCIDENT.
This morning a sampan, carrying an excess number of passengers, was capsized off Honam Point; it is not yet ascertained whether there were any lives lost in the accident.

THE VICEROY'S RETURN.
H.E. Viceroy Chang Jen Chun has completed his tour of inspection of the East, West and North Rivers and yesterday afternoon arrived at Whampoa, where His Excellency disembarked and stayed for the night. Early this morning, His Excellency left Whampoa and returned to Canton at 6 o'clock. The Viceroy

THE VICEROY AT WUCHOW

CAPT. WM. E. FILMER

REVIEW OF TROOPS.

Wuchow, 30th April.

The Viceroy of the Two Kwang arrived at Wuchow, at 12.30 p.m. to-day, accompanied in a flotilla of eight Chinese gunboats and a patch-vessel fitted with wireless telegraph installation. His Excellency is expected to here two days and will, to-morrow, review troops.

TREATY PORTS.

IN THE FAR EAST.

The following list of the Treaty ports, of call, and places open to foreign trade in the Far East, revised by His Majesty's Legation at Peking and Tokio, January, 1908, is published in the *Gazette*:—

E.O. signifies "effectively opened."

(d). Treaty ports and places opened by C to foreign trade:—
Aigun (Sino-Japanese Treaty, 1905; actually opened, June 28, 1907). Amoy (Nanking),
Nantung (United States Treaty, 1903; actually opened, May 1, 1906). Canton (Nanking Treaty, 1842).
Cheungchow (Japanese Treaty, 1905; E.O. 128, 1907).
Chungking (Chinese Treaty, 1903; July 1, 1904).
Canton (United States Treaty, 1858, 1861).
Changhai (Imperial Decree, 1904, January 1, 1906).
Chin-wang-tou (Imperial Decree, 1906, 1908).
Chinkiang (Tientsin, E.O. 1851).
Chowstun (Imperial Decree, 1904, January 20, 1906).
Chungking (Additional Article, Peking, 1890; 1890monotele, 1904).
Dairen (Dairen) (by Japan, E.O. September 1, 1906).
Fakumen (Japanese Treaty, 1905, September 1, 1906).
Feng Huang (Sino-Japanese Treaty, 1905; actually opened, June 28, 1907).

June, 28th 1907. Fochow (Nanking).
Hailar (-Sino-Japanese Treaty, 1925; a-
opened, June 28, 1907). Hanchow (Shanghai, 1858;
1861). Harbin (Sino-Japanese Treaty, 1905).
January 14, 1907) Hun Chun (Sino-Japanese
Treaty, 1905; actually opened, 1897). Kia-
ichang (Chefoo, 1876, E.O. 1897). Kia-
leu (leased to Germany, 1898; January 14,
1907). Liao Yang (Sino-Japanese T.
Kungchow (Kong Kong Convention (Special
1878), meeting Burmah Convention
Shanghai (Shanghai Treaty, 1902). Kuang-
sheng (entry for Caotou, Kuang-
sheng (leased to France). Lappa, port of entry
Caotou. Liao Yang (Sino-Japanese
1905, actually opened, June 28, 1907).
chow (French Treaty, 1886). Manchou-
January 14, 1907. Mengtze (French

(1886). Mukden (United States Treaty actually opened, June 1, 1906).
 (French Treaty, 1858, E.O. 1869).
 (Note from Tsung-li Yamen to Sir R. Layard of February 4, 1897, supplements the 1858 Treaty).
 1897 modifying Burmah Convention.
 1901 (January 1, 1907). Newchwang (Yingkou) Treaty, 1905; (E.O. 1861).
 preo (Nanking, 1842, Ninguta (Siam) Treaty, 1905; actually opened, 1907).
 1907) Pakhoi (or Peh-ai) Cheado, 1907).
 1907) Samahut (Special Article, 1891).
 1907) Burmah Convention, 1894).
 (Sino-Japanese Treaty, 1905; actually opened, 1907).
 Decree, 1898). Shanngha (Nanking) (Shashi (Simonsen), 1895). Siamino (Siam) Treaty, 1905, E.O. Treaty over Soochow (Shimonoseki, 1895). Swatow (Chap-Chow) (Tientsin, 1858, E.O. 1869).
 mao (French Additional Convention

Ta-tung-ko (Japanese Treaty, 1895)
yueh (Moro) (Agreement of 1895)
ing Burmah Convention, 1841). Tien-
se Treaty, 1905, E.O. Second
Tientsin (Peking, 1860). Tai-tai-
hse Treaty, 1901, E.O. January
Tungchiangzu (Japanese Treaty, 1
September to 1901. Wei-haiwei (Imperial
Great Britain), E.O. 20, 906.
1904, E.O. 1876, E.O. 1877. Wucho
Articles, 1895, modifying Burmah C
(1894). Wuhu (Chefoo, 1876, E
Wangung (Imperial Decree, 1898)
(Imperial Decree, 1898).

Tengchow is the port named in
but Chefoo is the port actually open
2 Hankow and Kiukiang: were s
arrangement with the Chinese G
in November, 1863, as ports to
under Article X of the Treaty of T

3 Yingkou is the port of Newchwang.

(b). PORTS OF CALL.

(1.) On the Yangtze, for passenger cargo—Ho-kou (Chefoo Convention, 1858), Luchukio (Chefoo Convention, 1858), Kinkiang (Anking) (Chefoo Convention, 1858), Tientsin (Chefoo Convention, 1876), and Newchwang (Chefoo Convention, 1876).

(2.) On the Yangtze, for passenger cargo—Wangchow (Yangtze Regulations, 1898), Hwang-tze-kan (Yangtze Regulations, 1898), and Chang 2 (Yangtze Regulations, 1898).

(3.) On the West River, for passenger cargo—Do-Sieig 4 (Banghae Treaty, 1897), Komchuk (Burmah Convention, 1897), and Tsin-han (by Shanghai Treaty, 1901) and tau han 4 (Banghae Treaty, 1897) (Burmah Convention, 1897).

(4.) On the West River, for passenger cargo—

Yung-chuen (Shanghai Treaty, 1902),
474 (Shanghai Treaty, 1902); 4.
(Shanghai Treaty, 1902), 484 (Shanghai
Treaty, 1902). Luk P'ü 3 (Shanghai Treaty,
1902). 484 Luk T'ao 4 (Shanghai Treaty,
1902). 484 Yang-ning 3 (Shanghai Treaty, 1902),
484 (Shanghai Treaty, 1902). 4.
(Shanghai Treaty, 1902) 4. Yung-tse
hao Treaty, 1902.)

1 Chao-Chow is the port named in the
Treaty port.

3 Opened for passenger traffic
1903 by the Viceroy of Canton, as
ratification of His Majesty's Consul-General
of Canton Consulate reported,
by telegram that all had been done.
Customs notification of March, 1903.

II.-JAPAN,

[illegible]

1945-1946

MR. C. D. WILKINSON IN ARISCO.

HIS VIEWS ON THE CHINESE BOYCOTT.

An interview with Mr. C. D. Wilkinson, of Messrs. Wilkinson and Grist, solicitors, Hongkong, appears in a recent number of the *San Francisco Chronicle*, on the subject of the Chinese boycott of Japanese goods. The interview, which is illustrated by a portrait of Mr. Wilkinson, is in the following terms:

"C. D. Wilkinson, a British lawyer of Hongkong, who arrived in San Francisco from the Orient on the steamer *Asia*, declared, when interviewed in his rooms at the Jefferson Hotel, that the Japanese influence in China would not last, and that the Chinese as a whole had so little confidence in their 'new' brethren that the commercial struggle which Japan has established in that country would elicit from the first wave of Nipponese aggression what she spent itself.

"The Chinese have always looked with suspicion upon the motives of the Japanese," said Wilkinson, "and the incident of the *Tatsu Maru* has served to fan this feeling until it has developed, especially in Southern China, into an intense bitterness against Japan. There is not the slightest doubt that the *Tatsu Maru* was a smuggling arm for China for the use of the Yellow Chinese and, while the Government is too weak to hold out against what is considered the arrogant demands of Japan, the incident will never be forgotten by the Chinese, and it has resulted in discrediting the Japanese in matters of commerce and business.

"I had not heard anything regarding a boycott of Japanese goods in China, but, as I left there three weeks ago, it might well have developed since my departure, and I will say that such a thing is more than possible. If a boycott could be successfully carried on against Japanese goods it is a sure thing, in my opinion, that the Chinese would do it. They have no confidence in the Japanese, and do not trust them in business dealings. There is well defined spirit of resentment among the Chinese merchants against Japanese encroachment and aggression. They have felt the effect of Japan's invasions into their commercial pursuits, and would do a great deal to check it.

"Hongkong, which is under the British rule, the Chinese can afford to be bolder in their attitude toward the Japanese, but in Shanghai and other places the peace-loving nature of the Chinese shrinks from the threatening attitude of Japan. In the military, the Japanese have gained a strong foothold and in that department their influence is spreading fast for many years. Of course, China would stand no chance in war, although, if properly trained, there is no reason why a Chinese soldier should not make a good soldier. He is a fatalist, and when aroused his desire, for peace quickly vanishes.

"I do not believe that the power that the Japanese have acquired in business, commerce and shipping in the East will last. They have made great inroads into American and British shipping, but that will not endure. I am convinced that Japan cannot stand the trade, and the Japanese have made a bid for it by subsidizing methods have got a hold on us, but it is not the grasp that they can maintain. It is too costly for them, for one thing, and their business methods are not such as to inspire the confidence necessary to keep trade.

"As to general conditions in China, I was pleased to notice before I left a marked improvement in the financial condition. China had felt, to a greater degree than generally understood, the effects of the financial panic, and that for a part of the Chinese year, when all Chinese are supposed to pay their debts, I had looked for the greatest many failures. But I noticed that they were bringing in the money as of old, and it looks as though the threatened failures are not to be."

THE NATIONAL BANK OF CHINA, LTD.

ANNUAL REPORT.

The report of the Directors to the seventh annual general meeting of shareholders to be held at the offices of the Bank, Victoria Buildings, Hongkong, on Saturday, 10th inst., at noon, reads:—

To the shareholders, the National Bank of China, Limited. The Directors now beg to submit to you the accounts and balance sheet for the year ending 31st December, 1907.

The accounts show that the balance of \$7,293,000 brought forward from last year together with \$150,000 from general reserve fund have been added in addition to the working profit during the year to make full provision for bad and doubtful debts in 1907, and previous years, as foreshadowed in the chairman's speech at the annual general meeting held in 1906. This will leave \$150,000 in general reserve fund and a balance of \$7,293,000 to be carried forward to next account.

The capital reserve fund which stood at \$150,000 on the 31st December, 1906, has been appropriated to the extent of \$104,701.66 to enable the last call of £40,453 (received at 2/11) to appear at 1/8th of the dollar in conformity with the rest of the capital.

Mr. C. E. Ewins, retiring in rotation from the Hongkong Board, but, being eligible, offers himself for re-election.

The accounts at head office have been audited by Mr. A. R. Lowe, Chartered Accountant, and Mr. E. A. M. Williams, F.R.S.A. (of the firm of Messrs. Lowe and Bingham). Messrs. Deloitte, Plender, Griffiths & Co., Chartered Accountants, audited the London Accounts.

Your Obedient Servant,

J. SCOTT HARTSON,
Chairman.

Hongkong, 31st March, 1908.

BALANCE SHEET 31st DECEMBER, 1907.

Liabilities.		
Authorized Capital—		
99,015 ordinary shares of £7 each.....	689,105	
Issued Capital (at 1s. 8d. to the £) —		
40,453 ordinary shares of £7 each £5 paid up, £202,265		\$4,271,180.00
1906 call of £1 on 40,453 shares at 2/11 to the £ —		338,074.34
Add transfer from capital fund reserve to adjust ex. to 1s. 8d. ..		\$104,701.66
		\$485,436.00

Capital reserve fund.....	150,000.00
Reserve fund.....	150,000.00
Notes in circulation.....	373,880.00
Fixed deposits, current accounts, loans, &c.....	1,544,621.87
Bills for collection and branch balances.....	119,040.21
Drafts, acceptances and other assets (bills re-discounted).....	2,675.43
Balance of profit and loss account.....	10,223.09
	\$5,158,938.94

Assets.		
Cash on hand and at Bankers.....	348,833.96	
Money at call and at short notice.....	690,000.00	
Government securities, £50,000 at 1/91 ..		551,741.12
Bills receivable, loans and advances.....	3,160,937.20	
Bills for collection receivable and branch balances.....	407,443.66	
	\$5,158,938.94	

PROFIT AND LOSS ACCOUNT.		
Year ending 31st December, 1907.		
Charges directors' fees, salaries, etc., \$108,476.60		
Provision for bad and doubtful debts, etc. (after deducting gross earnings for the year ending 31st December, 1907) ..	102,593.40	
Balance to be carried forward to next account.....	10,223.09	
	\$222,070.09	

Balance brought forward from last year.....	\$71,293.09	
Amount transferred from reserve fund.....	150,000.00	
	\$222,070.09	

On 31st January, 1908, the Capital and Reserve Funds will stand as follows:—		
Capital (at 1s. 8d. to the £).....	2,422,718.00	\$4,271,180.00
Capital Reserve Fund (at 1s. 8d. to the £).....	4,000,173.50	48,118.34
Reserve Fund (at 1/91 to the £).....	13,593,115.00	150,000.00
	\$260,321,123.50	\$110,734.34

SANDAKAN COAL.

The Sandakan correspondent of the *Singapore Free Press* writes on 29th ult. "We have had a good-sized, modern-day 'tramp' in here for coal and Sandakan is 'paiting' herself on the back for the way she acquitted herself on the occasion. We understand the steamer was to go to the Cowie Harbour loading place, on Spak Island, near Tawau, but as she turned up here and there was no time to go to Tawau, the coaling had to be done here. The *Minerva*, the name of the vessel, is British, 3,466 tons gross, and 2,198 net, and was under the command of Capt. G. S. Bone. She arrived on the 6th, from Manila, and left on the 15th, for Saigon, there to load rice for Dunkirk. We hear she took some 700 tons of bunkers here in the meantime, which, considering that the vessel arrived without fuel warning, and having regard to the fact that nearly every ton had to be trimmed, and that by men utterly unaccustomed to such work, must be considered thoroughly satisfactory. Being absolutely light, the towed away slowly the coal wharf, and this, owing to the fact that she had no coal passing ports, meant a very considerable lift to the labourers. 'Talking about this coal, the various users of it all speak in very flattering terms of the quality of what is now being supplied to steamers. 'The proof of the pudding is in the eating,' and the 'eating' in this case is growing apace. We hear the *Power*, of the American Bureau of Navigation, is to coal here in future, of course she will not take very much, but every little helps, and the more steamers we can get to come here for coaling, the more we are likely to see business growing in this district. To the *Minerva* the classic, 'Let men all come!'

Returned to the City Hall Library and Museum for the week ending the 30th May 1908.

HONGKONG DIVORCE.

ACTION FOR DAMAGES.

Last Tuesday afternoon, the Chief Justice (Sir Francis Pigott) delivered judgment in the case in which Captain Thomas Alexander Mitchell sought to recover \$10,000 as damages and \$15,750 special damages from John Lemay, architect.

The hon. Mr. H. E. Pollock, instructed by Mr. Stevenson, of Messrs. Deacon, Lockhart & Deacon, appeared for the plaintiff. Mr. M. W. Slade, instructed by Mr. J. Scott Hartson, of Messrs. Ewins and Hartson, was for the defendant.

In delivering judgment, the Chief Justice said:—This action is for, as it is called in law, 'Criminal Conversation,' alleged to have been committed by the defendant with the wife of the plaintiff in this Colony. The defendant has raised a preliminary point of law to the effect that this Court has no jurisdiction to entertain the action. As a matter of fact the plaintiff has obtained a decree of divorce against his wife in the Scotch Court for the adultery, but this has no bearing on the point of law now raised. It is right for me to add that the defendant was not a party to the proceedings in Scotland; therefore, although I am bound to talk in this judgment of the defendant's adultery with the plaintiff's wife, it must not be taken to imply that the defendant was a party to the proceedings. Whether the plaintiff will be able to prove it, but for the judgment of the Scotch Court will help him, I have nothing to do with them now. I cannot, however, avoid alluding to it, because I cannot decide this question without dealing with one aspect of the case, in order to clear the ground of a curious, and so far as I know, novel point of law which I mentioned during the argument. Strictly speaking, it lies outside the scope of the argument on the point of law actually raised, and therefore cannot be said to have been fully argued. But if either party is dissatisfied with my opinion on this question it may be raised for re-argument should the case for a time hereafter come on for hearing. I deal with it now in order to clear my own mind of a question which might perhaps impede a clear appreciation of what is, as complicated a tangle of legislation as I ever came across.

The proceedings, familiarly known as the action for criminal conversation, are no more than a common law action for a tort: adultery with a man's wife is a wrongful act for which an action lies at common law, and the husband for the damage suffered by him—*per quod consortium amittit*. It is a transitory action; that is, it may be brought in any Court without whose jurisdiction the defendant may be found; the place of commission of the adultery is immaterial, though as a matter of fact the adultery in this case was alleged to have been committed in this Colony; but beyond the fact that it makes this Colony the convenient forum, the question is irrelevant. Before the Divorce Act abolished the action for criminal conversation in England, the action could have been brought there, although the adultery was committed in Hongkong. Now the divorce in this case was decreed in Scotland: I have not the Scotch Act before me, but for the purpose of what I am going to say I am going to assume that the divorce was decreed in England under the Divorce Act of 1875. Now that Act by section 59 destroyed the action for criminal conversation in England and substituted for it power for the Divorce Court to award damages against a co-respondent on the same principle as they would have been awarded in the action for criminal conversation, either in the action for divorce or on a petition limited to such either of which petitions is to be served on the wife and on the alleged adulterer with power to this Court to dispense with service or to direct the method of service. There seems to me to have been very few cases in which the co-respondent has been abroad and so far as I can gather from books it is an uncertain question whether the court has jurisdiction over the co-respondent whenever it has jurisdiction over the respondent or whether that is subject to the same rules as other actions against persons abroad: that is to say that the case must be brought within Order X, rule 6 (c) as to the present action, I do not think that is material to the question. Again neither the English Divorce Act nor any corresponding section in the Scotch Divorce Act has any application to the Colonies.

After quoting the early Ordinances on the subject, the Chief Justice found in favour of the defendant on the ground that the action was outwith the jurisdiction of the Court in Hongkong.

THE COTTON YARN LOTTERY SCHEME.

A report has been circulated of late that the scheme, promoted by the Japan Cotton Spinners' Association, for the provision of prizes by means of lottery to purchasers of Japanese yarn in China was to be abandoned, but this report would seem to be erroneous, for the latest information is that the sale of Japanese yarn with prize tickets, opened in Shanghai on the 21st of March, and is to be closed at the end of April, when the drawing will take place. The Japan Cotton Spinners' Association desires as entirely unopposed the report that the issue of the prize tickets has been stopped. The Association declares that it has not only no intention of suspending the scheme on its own part, but is not prepared to do so. The Association is prepared, on the 1st May, to open the second sale of the year with chance to participate in the lottery under the same conditions as before.

The Japanese Government believes that Japan's object in sending a dividend to Chinese ports at the present time is to encourage the importation of Japanese goods, and that the American Government, which has been so successful in its efforts to secure the importation of American goods, will not be so successful in its efforts to secure the importation of American goods.

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ITALIAN CONVENT.

CENTENARY CELEBRATIONS.

To-day, the Italian Convent celebrates the centenary of the founding of the institution of which it is an important branch. In view of this fact, it will not be out of the way to give a brief outline of the origin of that admirable institution in Calce Road, whose existence for close on fifty years, in Hongkong, presents a record of good done to the numerous members amongst the strays and waifs of the Colony and the mainland.

To a representative of the *Telegraph*, the Mother Superior kindly supplied a few brief facts relating to the institution. Magdalen, the Marchioness of Canosa, a member of one of the noblest houses of Italy, was born in Verona on the 8th May, 1774. She founded the Institution of the Sisters of Charity in her own country on the 8th May, 1808, just a hundred years ago to-day. During her lifetime, she opened five convents where she placed Sisters who were willing to give themselves up to their good work. She died on the 10th April, 1855, at the age of sixty-one years, in the first Convent which she founded, dedicated to St. Joseph, and a gift of Napoleon I. There are now in Italy 115 Convents, besides a large number in other places.

In 1860, six Sisters of Charity arrived in this Colony and opened the Italian Convent in Calce Road. Since then, the Sisters spread their good work to Hankow, Macao, Timor, India, Singapore and Malacca.

There are about 500 children to look after in the Convent in Hongkong who are entirely under the charge of the Sisters. Of these, sixty are able to pay their fees. Some of the rest are able to support themselves with their needle-work, beautiful examples of which are turned out daily, and are in every way superior and artistic work. There is also a school at Kowloon. What is admirable and deserving of every support, is that the Sisters have been able to run the Convent for a long time without any regular funds. In this respect, they have been greatly handicapped in their charitable work. It is true that aid is received now and then, but this is by no means to be regularly depended upon. The donations, prompted by private charity, of which the Convent has been the recipient, are gratefully acknowledged, and the Superiores, in mentioning the fact to our representative, desired to emphasize the Convent's appreciation of Hongkong's individual benevolence. In spite of the fact that no steady income can be relied upon, the Sisters have managed to get on as regards the institution which certainly reflects great credit on their capacity for devising ways and means. Surely, such a good cause deserves more sympathy and active help than it now gives. It is time that the public, as a whole, and not a small proportion of it, should wake to a sense of what is essentially their duty to their fellow-creatures.

THE PEKING FIRES.

Writing on the 18th ult., the Peking Correspondent of the *N. C. D. News* says:—In view of the somewhat startling statements circulated with regard to the outbreak of fires in Peking, almost the first question put by a visitor to the Capital these days has reference to this subject. As so frequently happens, calm consideration of the incidents leads to less sensational ideas than those which found too easy expression in the columns of the Tientsin Press. It is true that a series of fires in rapid succession brought the average of these outbreaks far above the normal figure even at the end of the year, and there can be no doubt that the Chinese authorities became alarmed, that a special investigation into the causes of these fires has been instituted and that a reward has been offered for information leading to the arrest of any culprit. Some arrests have already been made, but the results of the official inquiry are not yet known. Meanwhile, an explanation can be offered with some degree of certainty, which tends to throw light upon some of these episodes. Whatever may prove to have been the origin of the fire that destroyed the Industrial Exhibition, it is more than probable that the result of the investigation done at the end of the year will be that the Chinese authorities became alarmed, that a special investigation into the causes of these fires has been instituted and that a reward has been offered for information leading to the arrest of any culprit. Some arrests have already been made, but the results of the official inquiry are not yet known. Meanwhile, an explanation can be offered with some degree of certainty, which tends to throw light upon some of these episodes. 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AN IMPORTANT INSURANCE CASE.

100-443887-100

7th inst.

FIRST IMPRESSIONS OF CANTON.

A MISSION OF GRATITUDE.

A HOPEFUL OUTLOOK

"To the dweller in any of the highly-civilized countries of the world, the

**CHINESE IRON FOR AMERICAN
MARKET.**

TRADE MARKS IN JAPAN.

sed _____

FURTHER DETAILS OF WRECKAGE.

annoyed; and yesterday morning, seized
the opportunity then set upon the aff

Wing the China Navigation

REF ID: A66488

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A QUARREL over a small debt which, in a collo, owed Lo Pin Fong, a hawker, to the former being, resorted to, by the Saturday sufferer from a swollen head, arrest of the latter on a charge of assault. Lo, it appears, owed Lo Pin Fong ten dollars, which the former would not, it is thought, have been outstanding for many days. Saturday afternoon the two boys, West Point, Lo (Lo) and the other, Lo (Lo), were walking along the beach, and the latter could not, oblige his friend, and so walk away. Lo Pin Fong pursued to catch him several blows on the head with a carrying pole. Lo was picked up by police, bleeding badly from his swollen head, and taken to the hospital, while Lo (Lo) was taken to the Police Court and fined \$100. The police court was closed at 10 o'clock.

The Japanese Boycott.

YARN MERCHANTS' RESOLUTION.

STEAM-LAUNCH GUILD'S ADHESION.

[From Our Own Correspondent.]

Canton, 2nd May.

The merchants of those guilds, principally dealing in Japanese goods, such as mania delicacies, cotton piece goods, porcelain and drug, etc., have already passed resolutions to join in the Japanese boycott movement; so the importation of Japanese goods and articles into the Southern capital is certain to greatly diminish day by day. There may still be Japanese goods to be imported by some merchants who have not yet taken part in the boycott, but the quantity to be imported by them will not be very material. Yesterday the merchants of another guild here fell in with the boycott movement. The cotton yarn merchants held a meeting in their guild hall and adopted a resolution to boycott Japanese cotton yarn from yesterday and also fixed a fine of \$300 to be imposed on any offender who may be found committing a breach of the agreement.

It is ascertained from the Chinese merchants here that the trade in Japanese products, in many lines, with the exception of coal and steam, has gradually dwindled. The Chinese Steam-launch Guild has held several meetings for the purpose of taking steps to boycott Japanese coal and to get coal from other sources instead; but so far the launch-owners have not been able to find means for the carrying out of their scheme.

The Canton Self-Government Society has sent out circulars for a meeting on the 3rd inst. for the purpose of discussing matters in connection with the development of native industries.

CONSUL UENO'S PROTEST.

Canton, 4th May.

The Japanese Consul at Canton has again made a representation to the Viceroy, lodging a complaint against the sale of those native-made envelopes on which are printed the characters the equivalent of "Memorial of National Disgrace," or cartoons depicting the *Tatsu Maru* incident. The Viceroy has again been requested to prohibit the sale of such articles as mentioned by Consul Ueno.

BANK NOTES AND VENS REJECTED.

Canton, 7th May.

Following the example set by the money-changers in Hongkong, those in Canton have now started to boycott Japanese bank-notes and clean yen. At the same time the money-changers here are of the opinion to encourage the circulation of the one-dollar silver pieces recently issued by the Canton Mint as well as the subsidiary coins that have accumulated in the market to a considerable quantity.

ACTION BY JAPANESE CHAMBERS OF COMMERCE.

The Nagasaki and Yokohama (Japanese) Chambers of Commerce have been considering measures to be taken with regard to the boycott movement in China. As the agitation still shows a tendency to spread the Chambers of Commerce in Tokyo, Osaka, Yokohama, Kobe, Kyoto, and Nagasaki are reported to have now agreed to hold a conference shortly to consider the course to be taken. —*Japan Chronicle*.

ALLEGATIONS AGAINST FOREIGN FIRMS.

The *Asahi* has received the following telegram from Canton:—A Chinese paper which has connections with an important commercial association, comprising almost all the leading Chinese merchants at Canton and which is also the semi-official organ of the Viceroy, is actively supporting the boycott of Japanese goods. Representatives in various localities of the Canton Constitutional Government Association are inducing the people to hold "national disgrace commemoration meetings." They also send exaggerated reports to the newspapers. Many members of the Association have relations with German firms, and there is reason to believe that certain Germans are defraying part of the expenditure of the Association. In view of the fact that the Viceroy Chang at one time supported the Association, it appears to be unable to take any definite action against it. In consequence of a protest lodged by Mr. Ueno, the Japanese Consul at Canton, the Viceroy issued a proclamation against the boycott, but its wording was vague and unemphatic. So far, no attacks have been made on Japanese, but many popular songs of a provocative nature are in circulation, the friendly relations between the officials and private individuals of the two nations cannot fail to be greatly affected. The Japanese advisers to Chinese officials will, however, not be dismissed. Chinese newspaper correspondents are to be unable to have interviews with Japanese, and many other places on the Yangtze, to exhort the public to take up the boycott, the people at those places show much apathy in the matter. At Canton itself, however, there does not seem to be any immediate prospect that the boycott will come to an end. The message goes on to make the allegation that Messrs. Jardine, Matheson and Co. Ltd. and Messrs. Butterfield and Swire and other large firms at Hongkong are backing up the boycott. With regard to the Japanese shipping companies, the despatch says that the N.Y.K., the O.S.K., and the Japan-China S.S. Company have not yet been much affected, although there has perhaps been some decrease in the cargo carried by their vessels. The T.K.K., however, has already been considerably embarrassed as the *Nippon Maru*, *America Maru* and *Hongkong Maru*, which have been taking many Chinese labourers to North America, are now almost entirely unable to get Chinese passengers. If the existing conditions continue, the *Kalaba* may be compelled to give up this service. The Tobacco Monopoly authorities state that the export of Japanese tobacco to South China amounts to only about ¥500,000 a year, so that the boycotting of this article would not appreciably affect China-Japanese trade.

The N. Y. K. Australian liner *Kumano Maru* arrived at Nagasaki on Sunday with about 50 tourists from Australia on board. The steamer, says the *Yokohama Times*, was little affected by the boycott movement in Hongkong and carried 700 tons of Chinese rice consigned by Chinese merchants. The *Nippon Maru* was boycotted at Hongkong and sailed for Australia with no cargo. The *Kumano Maru* carried no Chinese cargo from Sydney. As the bulk of the cargo hitherto carried by the N.Y.K. Australian liners between Sydney and Hongkong consists of Chinese consignments, the failure is not hopeful. The strike of 35 Chinese dockers, which is continuing at the moment, at which seems to be just a beginning of a general strike, is also a serious blow to the Japanese.

White Star Line, had to take in coal by her crew. The *Specie* had at Hongkong, is a steamer greatly affected by the boycott and the money order and exchange business by Chinese is at a standstill. —*Nippon Herald*.

OSAKA-SHANGHAI S.S. SERVICES AFFECTED.

The *Asahi* states that the Chinese boycott movement appears to be affecting the shipping service between Osaka and Shanghai. The N.Y.K. steamer *Kasuga Maru*, which was to leave Osaka for Shanghai to-day has obtained very little cargo from Chinese. At present, the N.Y.K. steamers make two trips a week on the route, while Messrs. Butterfield and Swire have only one, but the Chinese seem to prefer to wait for the British vessels rather than the N.Y.K. authorities at Osaka will consult the Head Office as to the steps to be taken in the matter. The Osaka Chinese are supposed to be acting under pressure from home.

ANTI-BOYCOTT MEASURES.

The Tokyo *Asahi* suggests, to the Foreign Office authorities the advisability of adopting preventive measures against the further spread of the boycott movement in other parts of China rather than make any efforts in the disaffected centre to dissuade the natives from the foolish act. The Japanese Consuls are in intimate relations with the leading native merchants, because most of them have studied in China some time or other; they should in concert with Japanese consular work, for convincing the Chinese of the suicidal effects of the movement. The Foreign Office should be doing already this much at least, but the paper regrets to find the post of consul at Hongkong still vacant. A proper person should at once be appointed to the post. As to the expenses that these preventive efforts would involve, the Office should not hesitate to ask for an extraordinary outlay from the Exchequer. When feeling grateful to the English officials of the Hongkong Government for their prohibitory control over the movement, the paper would rather not see the Chinese Vice-regal yamen in Canton so stringent in repressive war as further to agitate and inflame the excited populace. In saying this the paper recalls the earliest instance of Chinese boycott, that of opium burning by Viceroy Lin, which led to the war with the English and subsequent cession of Hongkong. Compared with England's attitude, that of Japan in the *Tatsu Maru* affair can be said to be extremely generous. And yet these same people are dissatisfied with Japan's conduct, and are determined to boycott not only this time but commodities of daily need. This change of situation impresses the paper as to the progress of the Chinese. They have indeed advanced so far as to cause the Englishmen to think of giving up the opium trade with China. But the display of their patriotism is taking a wrong direction: Their early repentance of the error is highly desirable. —*Japan Times*.

OPINION IN JAPAN.

There seems no question that the agitation in China for the boycott of Japanese goods is extending, particularly in the South, where the nationalist movement has great influence, says the *Japan Chronicle*. editorially. Rumour stories or protests from the Japanese Ministry at Peking, and even threats that Japan may demand an indemnity if her trade should suffer, are clearly of very little avail in the case of a boycott. Every one has the right to choose whether he will buy or abstain from buying, and it would be extremely difficult to connect a decline in the volume of trade directly with an agitation for exclusive dealing. The Government at Peking is doubtless sincerely anxious to put a stop to the movement, having no wish to add to the causes of friction, which already exist. But any active interference, even if it could be completely successful, would merely have the effect of driving the movement underground without injuring its force. The Chinese have shown in the past that they have almost unequalled power of organisation and combination to combat what they regard as injustice. Though the boycott of American goods, in retaliation for the treatment of China and the Chinese by the United States, is perhaps the most famous case of recent years, it was by no means the only example of the power of combination among the Chinese.

THE TRADE GUILDS.

have always wielded much power in this respect. In Mr. Jernigan's book on "China's Business Methods," he points out that the power of the guilds to favourably or unfavourably develop the trade of China, or compel redress for what they regard as an injury, is undeniable. An example of their power was given in the case of the riot at Shanghai in 1850. It is the custom in that city for Chinese from Ningpo dies at Shanghai, his body is placed in a coffin and stored away until the opportunity offers to send it to Ningpo, and the matter is one that comes within the function of the Ningpo guild. There were a great many coffins containing dead bodies so stored in the French concession at Shanghai, and the French Municipal Council, in the interests of health, ordered their removal. The Ningpo guild resisted, and when the French authority determined to enforce its order a riot occurred in which several Chinese were shot by the French police and volunteers. In retaliation the Ningpo guild issued a secret order for the suspension of all business, which resulted in several large steamships remaining at their wharves for weeks and the loss of much money. So long as the guild remained firm, every branch of business which drew its vitality from that source was paralysed. It was only by a compromise, in which concessions were made by both sides, that the dispute was finally settled. Commenting upon this incident Mr. Jernigan says:—

It is not too positive to write, that it is within the power of the guilds to interfere with commercial intercourse in China, to seriously impair the commercial relations of Western nations with China, and to comparatively drive from the trade marts of the Empire the foreign products now sold in those marts, or to make the demand for them so unremunerative as to partially destroy importation, while the Central Government, if it had the inclination or the means, would scarcely have the courage to remove the organised obstruction or to punish the obstructors.

In one of the Swire's Imperial Maritime Customs Commissioner's Decennial Reports there is also an interesting reference to the power wielded by the trade guilds, in which

THE MODUS OPERANDI.

of joint action by the members is explained. It appears that whenever a question crops up affecting any particular trade, the heads of the principal firms engaged in it first come to some agreement among themselves, then talk over the matter, until they have gained a sufficient following, and only call a meeting of members to adopt what they have agreed upon as a rule of the guild.

Nothing seems to be left to a vote in open meetings; if the dissentients are strong, the matter never comes before a meeting at all. Frequently the guild does not wish its action to be visible, and then no laws are committed to writing, but a general understanding is reached, which seems to be just a beginning of a general strike. In this way, the

they marked their resistance to the imposition of extra provincial duties—the *Battery Tax*—in 1890, when no dealer in the taxed articles dared to come to any arrangement with the collectors sent up from Canton, who were unable even to rent a place in which to establish themselves, so that eventually all attempts to force payment had to be given up. By the guild's demand, steamship companies are forced to pay claims for damaged uncoloured cargo, which they feel to be unjust. If they demur, no case comes up for trial, the loss of their carrying trade is the penalty that quickly makes the objectionable demands seem reasonable. In 1881, some Swatow merchants were heavily fined for disregarding a Customs' rule affecting the examination of cargo. The guild took the matter up with spirit, and an anonymous note called upon merchants to cease all import and export trade until the demands were complied with. In that particular instance the guild was unable to gain the point for which it was fighting, but the trade was kept completely at a standstill for fifteen days, pending its decision to submit. The guild concerns itself with the commercial interests, individual and collective, of its members; settles trade disputes; enacts trade regulations; and performs, with equal readiness, the functions of a Chamber of Commerce, a Board of Trade, and a Municipal Council. It supports a fire brigade, levies its own tax, provides standards of weights and measures, fixes rates of commission, determines selling days, provides penalties against the tricks of trade, and acts generally as the guardian of its adherents, and the terror of all with whom they do business. It possesses a power to enforce its views which might be envied by many a Government, for in it is vested the sole right to the exercise of that mighty engine, that star-wart crusher of arguments, to which an episode of modern Irish history has given the name of "boycotting."

From all this it will be seen how powerful are the guilds to enforce their views and, if need be, to paralyse the action of the executive. It does not appear that the guilds have as yet joined in the agitation with regard to the

EXCLUSION OF JAPANESE GOODS.

and it may be hoped that they will consider the whole position well before throwing the weight of their influence in favour of the boycott. Nothing is more certain than that China will suffer as much from a policy of exclusive dealing as Japan. The Chinese hope to punish Japan for the recent humiliation suffered by disorganising her trade. But it is clear that this trade has only existed because it was profitable to both sides—goods were brought from Japan because they were cheaper or better than those from other countries, or because of the advantage of contiguity. Therefore it is evident that China can only injure Japan by damaging herself. A policy of retaliation has the further effect of setting up a dangerous friction between peoples that may easily lead to open hostilities, despite the efforts of the Governments on either side. Whether there is or is not justification for the action taken by the Chinese in the South, there can be no doubt that the policy there inaugurated will have a lowering effect on remote hopes of trade revival in the Far East.

ACTION OF THE JAPANESE GOVERNMENT.

The *Japan Chronicle* of 1st inst. says:—We learn from a Tokyo message to the *Asahi* that the Japanese Government appears to have at last resolved to take action in regard to the Chinese boycott. The Government, having perceived that the protests of the Consul and the official representations of the Government to the Chinese authorities appear only to offend the people in South China and are fruitless, has issued private instructions to the Governors of Hyogo, Kanagawa, and Nagasaki, suggesting that they utilise the influence of Chinese merchants at Yokohama, Kobe, and Nagasaki with a view to bringing the boycott to an end. On the other hand, the Government has been advising Japanese merchants engaged in trade with China to be cool and indifferent so far as their outward aspect is concerned. The dispatch adds that a certain wealthy merchant who is regarded as the chief of the Kwangtung Chinese in Japan, helped Liang Chie-chow, a well-known leader of the Chinese Revolutionists, while he was taking refuge in Japan, and is most intimately acquainted with the leaders of the movement. It is thought that if certain Chinese are sent to South China to explain that the Chinese merchants themselves will suffer from the boycott, and to reconcile the merchants with the revolutionists associated with Liang Chie-chow (who are assisting in stirring up the movement in Hongkong and Kwangtung), a very satisfactory result may be obtained. This plan, however, seems to be difficult to put into operation. (We should think it was.) It is pointed out that Woo Ching-don and Mak Suk-Pan, prominent Chinese merchants of Kobe, since they became naturalised as Japanese subjects, have contributed large sums on several occasions in aid of charity and other Japanese public funds, both during and after the war, and yet unlike other Japanese they have received no decorations or recognition of their services. This indifference, it is said to have given offence to many of the leading Chinese merchants, who, as the correspondent, cannot be expected to provide themselves very active now in view of the indifference with which their former efforts on behalf of Japan were regarded.

JAPANESE PRESS COMMENT.

Some sections of the Japanese Press would appear to have begun to take alarm at the persistency with which the Chinese are pushing forward the boycott movement against Japanese goods, and the rapidity with which the agitation is spreading in China. The *Yomi Shimbun* says that the boycott has not only adversely affected the sale to China of marine produce, cotton, and other goods, but the Japanese ships trading to China are also suffering more or less from the effect. That those who lose most from the boycott must be the Chinese people themselves and that the movement will have spent its force in due course if left alone in the opinion held by thoughtful men. It is, however, rather surprising, says the *Yomi*, to hear that the feeling against Japan is being secretly stirred up by some Europeans and Americans for their selfish ends. According to intelligence from Canton the boycott was first started by the Canton Self-Help Society, and it has been enthusiastically aided by the Chinese naval officers who took part in the *Tatsu Maru* episode. The movement also seems to be encouraged by some Western merchants who are endeavouring to open up the market for their goods to the advantage of the incident. It is, in fact, difficult to imagine that the local authorities at Canton are not particularly active in their efforts to suppress the boycott, though outwardly so acting under instructions from Peking.

It is one of the special traits of the Chinese people to form a strong combination for the accomplishment of a declared object. This characteristic, if judiciously made use of, might develop into such a useful institution as a local self-government, which should form the basis of a representative system of government. At the present time it harbours germs of disturbance and rebellions which are apt to break out at the slightest provocation. The present

Japan has asked China to take steps to prevent a boycott of Japanese goods by the Chinese and to put an end to the anti-Japanese agitation throughout the Empire. As the *Tatsu Maru* incident is being so much used against the Peking authorities as against the Japanese, there is no doubt that the Chinese Government would like to end the agitation, but it is doubtful whether with the best of intentions it can do so. If it fails there will be some feeling of what has been observed the conduct of the latter power in Manchuria will not spend much time pursuing it. They will jump to the conclusion that it will be made a pretext for a diplomatic quarrel and perhaps something worse. If the expectation of those foreigners who live in Far Eastern ports is realized, it will be worse for the Chinese. —*San Francisco Chronicle*.

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and all of the reigning government, with instances of white Chinese history, abundance, and rebellions at riots which occur in China from time to time, must be attributed to the fact that the weakness of the people is taken advantage of by unscrupulous men for the attainment of their selfish aims.

If the Chinese Government leaves severely alone a movement like the present boycott and its secret instigation on the part of subordinate officials, it will be tantamount to countenancing the breeding of dangerous elements which some day may be turned against the Chinese Government itself. Such being the case, it is advisable that the Chinese authorities, for the sake of their own safety if for no other reason, should put it off vigorously down and suppress a most ill-advised undertaking, in which no one would be a greater sufferer than China herself. With regard to the instigation of Western merchants are actively interested in the prosecution of the crusade against Japan, a similar charge when the boycott against America was in progress. Even though the report may be more or less true there can be nothing to object to in foreigners trying to extend the sale of their goods by utilising any opportunity that may present itself, so long as their methods are fair and above board. The European and American merchants, who are, as a rule, men of clear foresight and common-sense, are not likely to have recourse to such underhand practices as are laid at their door for the furtherance of their interests.

ALLEGATION AGAINST THE BRITISH PRESS.

The *Mainichi Shimbun* also discusses this all-abiding subject. Despite the alleged efforts of the Chinese Government to check the movement and the optimistic views of the Japanese Foreign Office, says this journal, there is no denying the fact that the boycott is spreading like wildfire. It is stated that the Viceroy of Canton, while outwardly professing to be anxious to check the spread of the boycott, is merely trying to gain time to that end as a means of form, thus in reality countenancing the movement. It is further said that the boycott is backed up and instigated by some interested parties and that all the English papers in Canton (sic) are writing in a manner very injurious to Japanese interests. The fact, remarks the Tokyo journal, that amongst the parties who are supposed to be supporting the boycott there are Englishmen is most regrettable. The Japanese Government ought to institute inquiries, and if the allegation is well founded should make a representation to the British Government, with a view to averting any unpleasantness that may thereby be occasioned between Japan and England.

A Peking message to the *Asahi* states that the majority of foreign representatives in Peking, seeing that their countries have common interests in the matter, show a disposition to hope that Japan will take determined action in the matter of the boycott, contrary to the irresolute attitude (sic) taken by the U.S. Government against the recent boycott of American goods.

We learn from a Tokyo message that Chinese merchants in Yokohama are much distressed in consequence of the boycott and they have been holding meetings to discuss measures for the relief of the situation. It is said that they have vainly appealed to their Consul for assistance, though what he could do it is difficult to see. They are also said to have appealed to their customers at home, only to be told that they were placed in a similarly distressing position, having been forced to join the agitation. Nothing could be done but wait with patience. This dispatch adds that Japanese goods are saleable, but customers in China will not accept goods if dealers do not draw on shippers. Such a course is impossible for Chinese merchants in Yokohama, and they are said to be now reduced to a very critical position.

JAPAN'S STERN DIPLOMACY.

Japan is paying a high price for the stern diplomacy it exercised in the *Tatsu Maru* incident. Japanese honour was avenged all right but the loss in prestige and dollars that has ensued has made the "successful diplomatic settlement" a very paltry thing.

We publish to-day the text of a remarkable compact signed by the men who control the trade of South and Central China and if it is enforced with any vigour for even a few days it means the loss of many millions of dollars more to the merchants of Japan. The losses already have been tremendous and they come at an ill time for the fortunes of commercial Japan, already sadly impaired by other circumstances.

It is very difficult to say just what Japan can do to check the boycott. The Chinese government has placed itself in what diplomacy calls a "correct attitude" by officially disapproving of the boycott and directing the viceroy at Canton to destroy Anti-Japanese placards and otherwise discourage the movement, and the Government is the only institution with which the Japanese can deal.

There remains the old resort of force and the Japanese have made a feat at it by dispatching a squadron to South China, but there are many objections to the use of force. Japan is financially crippled, the powers would be resentful, and there would be a more lasting feeling of bitterness and enmity among the Chinese boycotters resort to violence there will be ample excuse for armed intervention, but so far the Chinese have very cleverly avoided that. It will be noted that the boycott compact contains no actual mention of the Japanese.

The Chinese erred in the method of seizing the *Tatsu Maru* and were guilty of a violation of the Japanese flag but at the same time the mission of the ship was an improper one. She carried arms for rebels in a country with which Japan was at peace and the Japanese government should have given more high-mindedness to the same plan as the Fukumen railway incident—and now Japan is paying the piper. —*Manila Times*.

Japan has asked China to take steps to prevent a boycott of Japanese goods by the Chinese and to put an end to the anti-Japanese agitation throughout the Empire. As the *Tatsu Maru* incident is being so much used against the Peking authorities as against the Japanese, there is no doubt that the Chinese Government would like to end the agitation, but it is doubtful whether with the best of intentions it can do so. If it fails there will be some feeling of what has been observed the conduct of the latter power in Manchuria will not spend much time pursuing it. They will jump to the conclusion that it will be made a pretext for a diplomatic quarrel and perhaps something worse. If the expectation of those foreigners who live in Far Eastern ports is realized, it will be worse for the Chinese. —*San Francisco Chronicle*.

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The Yarn Lottery.

SCHEME NOT ABANDONED.

STATEMENT BY PRESIDENT OF KANEGAFUCHI SPINNING CO.

As several Japanese papers have within the last day or two published statements to the effect that the prize ticket scheme which was recently adopted by Japanese spinners in connection with exports of cotton yarn to China has been, or is about to be, abandoned in consequence of a warning from the Tokio Government, a representative of this journal to-day called on Mr. Buto Sanji, the president of the Kanegafuchi Spinning Company, in order to ascertain the facts, says the *Kobe Herald* of to-day. At the outset of the conversation, Mr. Buto explained that the object of the prize ticket scheme was simply to extend the market for Japanese yarns in the interior of China. There was no idea of entering into rivalry with Indian yarns. The Chinese, Mr. Buto pointed out, were conservative people. They were accustomed to use their own hand-made yarn, and it was very difficult to induce them to employ the machine-made article. The Japanese spinners believed, however, that the Chinese were placed at a disadvantage by using the products of the hand loom, and that once they tried the machine-made goods, they would prefer the latter. The prize ticket scheme was consequently formulated as a means of inducing the Chinese to ascertain for themselves the advantages of the yarns from the factories. As previously stated, there was

NO IDEA OF FIGHTING.

the Indian yarn merchants, and indeed the Japanese spinners would heartily welcome the latter if they were willing to co-operate in the scheme. With regard to the criticisms passed upon the prize ticket system as being of a gambling nature, Mr. Buto denied that the scheme was a kind of lottery. He also asserted that it was not unusual for similar tickets to be attached to foreign merchandise. If, he went on to remark, the tickets were sold, it might be considered to be a lottery, but no such sale of the affair was intended. The tickets would get large prizes while others would only obtain a small discount. The average discount was 75 per cent. The tickets, which are divisible into forty parts—one for each package—were not now packed in the bales, but were sent to the agents of the spinners at the places of import. The buyer of a whole bale was given one ticket, while one of the forty divisions was given to the purchaser of a package only.

Questioned as to the statement that the Japanese Government had made

REPRESENTATIONS TO THE SPINNERS.

Mr. Buto emphatically denied that this was the case. He said that he had not received any communication or advice from the authorities on the subject. In fact, as the scheme was not in the nature of a lottery, there was no ground for any action being taken by the Government. If the authorities had thought that there was any necessity for intervention—they would, of course, have taken up the matter before this. Our representative then asked if there was any truth in the reports that the scheme had been abandoned, or was likely to be abandoned in the near future. In reply, Mr. Buto stated that there was not at present any intention of withdrawing the scheme.

The whole matter was a very simple one and did not call for the comments which had lately appeared in the papers. He could not, of course, definitely say as yet whether the prize ticket system would be a success. If it failed, the only losers would be the Japanese spinners. While we have to thank Mr. Buto for his courteous statement, we are bound to say that he does not seem to us to have established his contention that a lottery element does not enter into the scheme. By his own admission purchasers of the yarn have the chance of winning large prizes, and while it is true that the tickets are not actually sold, the fact that a coupon can be obtained by the purchase of a fourth part of a bale makes it easy for Chinese, with no interest in the yarn trade to indulge in what is little less than a gamble.

SHIPMASTER'S RESPONSIBILITY.

DUTCH CAPTAIN HEAVILY FINED.

Captain J. van Amstel of the Dutch steamer *Sinimang*, appeared before Mr. Thunders, the fourth magistrate, at Singapore, on 24th ult., on a charge of using his ship for the importation of opium.

Mr. C. I. Carver prosecuted and Mr. Simpson defended. Police Sergeant Murrell, attached to the Opium Farm, said that on the arrival of the *Sinimang* from Amoy on Saturday evening, he searched the ship for contraband chandu. In the Captain's cabin, he found 29 tins of opium at the back of a drawer. These were wrapped up in a white coat belonging to the Captain and were hidden in a drawer.

The Farm tender said the chandu was valued at \$800.

This was the case for the prosecution. Mr. Simpson said his client would plead guilty to the charge. The Captain and officers of the ship had done everything that was humanly possible to prevent the chandu being put on board. He would ask for as light a fine as possible.

His worship:—Is there any suggestion as to how the chandu got on board?

Mr. Simpson:—Yes. The Captain has a theory which he will tell you.

THE CAPTAIN'S THEORY.

Captain van Amstel said he went into the witness box. He said his vessel came direct from Swatow. After leaving that port, the ship was thoroughly searched, and twice more before she arrived at Singapore. He produced his logbook, which contained entries of these searches. Witness was particularly careful because the mate told him several German ships had got into trouble. On arrival here he went ashore. When he returned to the ship, he saw the police sergeant who asked to see his cabin. The opium was found as described. He had not searched the opium tins because he had run away and left all his clothes on the ship.

By Mr. Carver:—The "boy" was on the articles of the ship and kept the key of the cabin. The engineers' "boy" handed the key to witness when he returned. This was in the presence of the police sergeant. Opium had previously been found on the ship; and at Shanghai he got locks made for the hold. He had been told by the agent at St. John's Island, that the *Peichang* was fined \$3,000. He was also informed that the chandu was found in the Captain's cabin, but he did not believe it. He did not think there was a space at the back of the drawer. The ship was Chinese owned and the owners were in Swatow. On the first occasion the chief officer searched alone.

C. A. Luck, chief officer of the ship, also gave evidence. He corroborated the statement of the Captain. He searched the ship in the presence of the Captain. He wished to make a statement, said witness, that he had heard that there is chandu in the *Peichang*.

Mr. Carver said a small quantity was found there. Mr. Carver:—Don't you suggest that the Opium Farmer put the opium in the Captain's cabin?—No, I don't. One of the crew must have put it there.

Further cross-examination, witness said they did not search his or the Captain's cabin. The entries were all made by him at the same time and with the same pen and ink.

Then I have nothing further to ask you, said counsel.

Witness:—I don't understand you. They don't put opium there?—No, I don't. I don't know where it was found. In his cabin. He did not see it there when he searched.

Mr. Simpson said he thought that it was clear that every precaution had been taken by the officers. They were not guilty of smuggling. It was their misfortune that the opium was found on board the steamer. He suggested that a small fine would meet the case.

LOG TAMPERED WITH. Mr. Carver said it was one of the worst cases he had ever known. The log had been tampered with by the officers. He did not believe that any search was made at all. The vessel was owned by Chinese at Swatow, and the fact that there was a space of eleven inches at the back of the drawer in the Captain's cabin would prove that it was used for a certain purpose.

His Worship said it seemed to him to be a very bad case. He had no hesitation in saying that the log had been falsified. That made the case worse. He imposed a fine of \$4,000 and costs.

S.S. "NEIL MACLEOD."

OFFICIAL TRIAL TRIP.

An official trial trip of the recently fitted inter-island steamer *Neil Macleod* was made at Manila on 3rd inst. from the Com. Base. The party aboard was of an official character, consisting of those personally connected with shipping. Mr. Hubert T. Fox, of Smith, Bell and Company, F. S. Cairns, George Gilchrist, and others were present to test the *Neil*'s sea-going speed and this proved eminently satisfactory.

The run to Corregidor was at the rate of eleven miles per hour and the steamer encircled that island, returning again to Manila. Since her overhaul by the Hongkong and Whampoa Dock Co., she is as good as new and will be taken up the regular run to Cebu, there is no doubt she will make some record trips. Captain Araloces, late of the *Francisco Reyes*, will command the *Neil Macleod*.

HONGKONG VOLUNTEER RESERVE ASSOCIATION.

The following are the principal scores in the competitions during April, 1908:

"MAY CUPS."

"A" Class.

W. J. J. Gast 32 + 3 = 35
A. Jenkins 34 scr. = 34
J. C. Gow 32 scr. = 32
E. S. Carruthers 30 + 3 = 33
A. W. J. Watt 28 + 3 = 31

"B" Class.

J. C. Peter 30 + 4 = 34
H. L. Leask 29 + 4 = 33
H. G. White 27 + 6 = 33
W. H. T. Davis 28 + 4 = 32
A. Blower 26 + 6 = 32

"C" Class.

J. Hutchings 32 + 3 = 35
L. Gibbs 26 + 9 = 35

"DOUGLAS CUP."

F. S. Carruthers 58 + 2 = 60
A. Blower 45 + 12 = 57
A. R. Lowe 31 + 24 = 55

"FOOL COMPETITIONS."

During April, 1908, pools have been won by:—

J. Hutchings 38 + 18 = 56
W. J. J. Gast 32 + 3 = 35
E. G. Jordan 29 + 16 = 45

On Saturday, and Sunday, the 9th and 10th instants, the May Cups will be shot for at 500 yards, King's Park Range, instead of 200 yards, as circumscribed.

Over Seas Inter-Colonial Empire Day Rifle Competition.

Saturday, 23rd May, 2 to 5.30, 200 yards, 500 yards and 600 yards King's Park Range.

Empire Day "Over Seas Daily Mail" Competition.

Shark-Sa Yu.....

Solea—Tat Sa Yu.....

Turtles, small, fresh water—Keok Yu... ..

FRUITS.

Almond—Hung Yau	lb
Apples, (California)—Kam San Ping	
Ko	do
(Chefoo)—Tin Chun Ping	
Ko	do
Small—Hoi Tong	do
Custard—Fan Lai Chi	each
Bananas, fragrant—Canton—Sang Sheng	
Heung Chin	lb
(brides), Macao—San Heung Chiu	
Cheutsu, Chinese—Foong Lut	do
Carambola—Yeung Tou	do
Coconuts—Yeh Tai	each
Grapes—Sin Tai Tas	lb
Lemons, China—Ning Moong	do
Amer.—Kim San Ning Moong	do
Lichees, Small Stone—Lai Chi Con	do
Fresh, Lai Chi	do
Limes, (Saigon)—Sai Kung Ning	
Moong	each
Mango, Manila—Lui Sung Moong	do
Mango, Saigon—Sai Kung Moong	do
Mangosteens, San Chuk Tai	dos.
Oranges, Tim Chang	lb
Small—Tai Kut	catty
Mangdaria—Tim Kut	do
Olives—Pak Lam	lb
Passion Fruit	each
Pears, (American)—Kam San Shut Li	
(Canton), Cooking—Sa Li	do
(Shanghai)—Sheung Hoi Li	do
Peanuts—Fa Sang	do
Persimmons, Large—Hung Chie	do
Pine-apples, 1st quality—Sheung Poon	
Ti Paw-law	each
and cooking—Chung-tang	
Paw-law	do
Plantains—Tai Chiu	lb
Plums, Swatow—Hung Lai	do
Pumelo, Siam—Chum Lo Yau	each
Walnuts, Hop Tou	do
Green—Sang Hop Tou	do
Shanghai Lo Kwat	lb

VEGETABLES, &c.

Artichokes, Shanghai—Sheung Hoi Ah	
Chi Chauk	lb

Pia Tan

Beans, Sprout—An Choi
Beans, Long—Tau Kok
Beet Root—Hung Choi Tai each
Brinjals, Green—Cheng Yuen Ker
Brinjals, Red—Hung Ker
Brassica—Pak Choi
Bamboo Shoots—Chook Shun
Cabbage, Chinese, com.—Kai Choy
Cabbage, Red—Kai Lan Tai each
Cabbage, (Shanghai)—Yeh Choi
Cane Shoots, bunch—Kau Shun
Cauliflower, Large size—Tai Yeh Choi
 Fa each
Cauliflower, Medium size—Cheung Yeh
 Choi-fa each
Cauliflower, Small size—Sai Yeh Choi-fa
Carrots—Kan Shun
Celery, Chinese—Tong Kaa Choy
Celery, English—Yung Kan Choi
Celery, White—Pak Yung Kan Choi
Chillies, Dried—Con Lat Chiu
 " Red—Hung Fa
 " Green—Cheng Lat Chiu
Curry Stuff, English—Ka Lee Choi Liu
Cucumbers—Cheng Kwa
Bitter Squash—Fu Kwa
Garlic—Suen Tau
Ginger, young—Sun Tsai Kengng
 " old—Lo Kengng
T.
T.

Water Chestnuts—Ma Tai

Musk Melon
Mushrooms, Fresh—Sang Cho Khe.....
Onions; Bombay—Yeung Chung Tau ...
 " Green—Sang Chung.....
 " S'hal—Shing Hoi Chung Tau.....
 " Japan—Yat Poon " "
Okra—Mo Ker
Parkley, English—Yeung Un Sai
Gradus Pea
Green Peas—Cheung Tau
Potatoes, Sweet—Fan Shu
 " Shanghai—Shing Hoi Shu
 " Tsai
 " Japan—Yat Poon Shu Tsai ...
 " American—Fa Ki
 " Foochow—Fuk Chau Shu Tsai
 " Macao—Oh Moon " "
Pumpkin—Toong Kwa
Radish—Hung Lo Pak Tsai
Rhubarb
Shalot—Con Chung Tau
Spinage (Chimsee)—Paw Ohoi
Spinach—Yin Choi
Tomatoes—Fan Koi
Taro—We Tau
Turnips, Fun-ti (Long)—Low Pak
 " English—Yeung Lo Pak piece
Vegetable Marrow—Chit Kwa
Water Grasses—Sai Ying Choi
 " Cauliflowr—Lai Kok
 " Lily Root—Lin Ngau
Yams—Tai Shau
Eggs
The prices necessarily vary from day to day
and the quantity sold has no power to influence
the market, call at the prices quoted.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS	NO. OF SHARES	VALUE	PAID UP	RESERVE	AT WORKING ACCOUNT	LAST DIVIDEND	CLOSING QUOTATIONS
BANKS.							
Hongkong & Shanghai Banking Corporation	12,100	\$125	\$125	{ \$5,000,000 \$1,500,000 \$3,500,000 }	\$2,600,387	Final of 2 1/2 per cent and 2 1/2 per cent new shares for 1 year ending 31.12.07	5009 London 4 3/4
National Bank of China, Limited	97,925	£7	£6	{ £1,735 \$100,000 }	\$71,293	2 1/2 (London) 3/16 for 1907	\$11
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$50	\$50	{ \$1,500,000 \$1,500,000 \$1,500,000 }	none	\$20 for 1906	8 1/2 % \$200 sellers
North China Insurance Company, Limited	10,000	£15	£5	{ £1,000,000 \$1,000,000 \$1,000,000 }	£1,204,424	Final of 7 1/2 per cent making in all 15 1/2 for 1906-1907	6 1/2 % £11 80
Shanghai Insurance Society of Canton, Limited	12,400	£250	\$100	{ \$3,000,000 \$3,000,000 \$3,000,000 }	\$306,011	(Final) of 5 1/2 making \$45 for 1906 and interim of 5 1/2 for 1907	5 1/2 % \$70 1/4 sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$50	{ \$1,000,000 \$1,000,000 \$1,000,000 }	\$91,703	5 1/2 and bonus \$3 for 1906	10 1/2 % \$90 1/2
FIRE INSURANCES.							
Tientsin Fire Insurance Company, Limited	20,000	\$100	\$50	{ \$1,000,000 \$1,000,000 \$1,000,000 }	\$72,432	4 1/2 and bonus \$2 for 1906	9 1/2 % 91 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,000,000 \$1,000,000 \$1,000,000 }	\$28,027	\$27 for 1906	9 1/2 % \$311 sellers
SHIPPING.							
China and Malacca Steamship Company, Limited	20,000	\$25	\$25	{ \$5,000 \$250,000 \$250,000 }	11,053	1 1/2 for 1906	10 1/2 % \$10
Couglas Steamship Company, Limited	20,000	\$50	\$50	{ \$50,000 \$50,000 \$50,000 }	Nil	1 1/2 for year ending 31.12.07	10 1/2 % \$10
Hongkong, Canton & Malacca Steamship Co., Ltd.	80,000	\$15	\$15	{ \$5,000 \$5,000 \$5,000 }	16,437	2 1/2 and 1 1/2 for year making in all \$2 1/2 for year ending 31.12.07	8 1/2 % \$20 buyers
Indo-China Steam Navigation Co., Ltd. (Deferred)	60,000	£5	£5	{ £50,000 £50,000 £50,000 }	£3,504	5 1/2 for 1906 @ ex 2 1/2 = 5 1/2 per share	5 1/2 % £53
Shanghai Tug and Lighter Company, Limited	200,000	£15	£15	{ £15,000 £15,000 £15,000 }	£14,570	Final of 1 1/2 making 1 1/2 for 1907	7 1/2 % £14 1/2 sellers
Shanghai Tug and Lighter Company, Limited (Preferred)	100,000	£15	£15	{ £15,000 £15,000 £15,000 }	£14,570	Second interim of 1 1/2 (Coupon No. 9) for 1907	4 1/2 % £14 1/2
Star Ferry Company, Limited	10,000	\$10	\$10	{ \$10,000 \$10,000 \$10,000 }	\$137	\$100 for year ending 31.12.07	3 1/2 % \$18
Paku Tug and Lighter Company, Limited	30,000	£15	£15	{ £15,000 £15,000 £15,000 }	£18,730	Final of 1 1/2 making 1 1/2 for 1906	12 1/2 % £14 1/2 buyers
REFINERIES.							
China Sugar Refining Company, Limited	2,000	£100	\$100	{ \$50,000 \$50,000 \$50,000 }	19,318	8 for year ending 31.12.07	5 1/2 % \$133 sales
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$100,000 \$100,000 \$100,000 }	none	10 for 1907	5 1/2 % \$15 sales
Perak Sugar Cultivation Company, Limited	7,000	£15	£15	{ £15,000 £15,000 £15,000 }	£18,035	£15 (8 1/2) for year ending 31.8.06	5 1/2 % £14 70 sellers
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £1,000,000 £1,000,000 £1,000,000 }	£11,556	Interim of 1/8 (No. 10) for account 1908	7 1/2 % £10 1/2 buyers
Australian Gold Mining Company, Limited	50,000	£1	£1	{ £1,000,000 £1,000,000 £1,000,000 }	£11,358	Interim of 1/8 (No. 10) for account 1908	5 1/2 % £10 1/2 buyers
DOCKS, WHARVES & GODOWNS.							
Fenwick (Geo.) & Co., Limited	18,000	£25	\$25	{ £18,000 £18,000 £18,000 }	\$3,726	8 1/2 for year ending 31.12.06	5 1/2 % \$14
Hongkong & Kowloon Wharf and Godown Co., Ltd.	50,000	\$50	\$50	{ \$50,000 \$50,000 \$50,000 }	\$5,556	Final of 1 1/2 making \$3 1/2 for 1907	6 1/2 % \$53
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$50,000 \$50,000 \$50,000 }	\$41,448	Final of \$4 making \$8 for 1907	7 1/2 % \$104
Shanghai Dock and Engineering Co., Ltd.	55,700	£15	£15	{ £15,000 £15,000 £15,000 }	£18,105	Interim of 1 1/2 making 1 1/2 for 1907	7 1/2 % £14 83 buyers
Shanghai and Hongkong Wharf Company, Limited	30,000	£15	£15	{ £15,000 £15,000 £15,000 }	£18,626	Final of 1 1/2 making 1 1/2 for 1907	7 1/2 % £14 1/2 buyers
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	£15	£15	{ £15,000 £15,000 £15,000 }	£15,532	£15 for 1907	6 1/2 % £14 1/2
Central House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	{ \$25,000 \$25,000 \$25,000 }	\$10,208	\$25 for year ending 30.6.07	10 1/2 % \$21 buyers
Central Stores, Limited	50,725	\$15	\$15	{ \$15,000 \$15,000 \$15,000 }	\$10,178	\$15 for 1906	5 1/2 % \$12 buyers